

# 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, April 1, 1898.

Number 13.



HODGE STREET, ONE OF THE GOOD MACADAM ROADS OF OMAHA.  
*Photograph by E. C. Brownlee.*

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, 103,362.

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EARL PEABODY.



CHARLES ERTZ.



PETER BECKER.



IRWIN POWELL.

Here are the names of "four of the best amateur riders in America." Many guesses have been received in response to our offer in the L. A. W. Bulletin of March 18, and, strange to say, quite a number contained the names of such professionals as Kiser, Sanger, Heimstreet, etc. In fact, about as many incorrect as correct lists were sent. All lists were put in a basket, well shaken, and the first envelope withdrawn by the blindfolded boy contained a list with the names above noted. It was signed "John Williams, 1472 Indiana Avenue, Chicago." Mr. Williams, therefore, gets the tires and our congratulations upon his good luck. The second prize, a pair of tires for "the best and most concise account of the racing career of the four riders," goes to W. A. Studley, of 44 Stanhope Street, Boston. The "accounts" received were hardly up to scratch, and should have been thrown out altogether. Mr. Studley's paper was too brief, but we have deemed it advisable to make the award as above.

## THE PALMER PNEUMATIC TIRE CO., Chicago.

### An Aboriginal Remark.

Miss Minnie weighs about a ton,  
 And she's learning to ride the bike,  
 And if you've ever watched the fun  
 You know 'bout what it's like.  
 But every time she gets a spill,  
 Up speaks her loving papa  
 Who says none but an Indian will  
 At the falls of Minnie, ha-ha!

### ADVANTAGES OF SIDE-PATHS.

BY CHAS. T. RAYMOND,  
 Chairman Niagara Co., N. Y. Side-Path Commissioners.

The article in a recent number of the BULLETIN, "Against Side-Paths," calls attention to a state of things which would not exist under a system of side-path licensing such as several counties have adopted.

You will not encounter a single sign-board in Niagara county saying, "If you like this path, donate \$1.00 and we will build some more," or a sign classing all riders as spongers who do not belong to some wheelway league. Here every wheelman is taxed 50 cents per year, and all pay their taxes cheerfully. All wheelmen from other counties are welcome to use our paths free, and we believe that after riding over good, smooth side-paths for a few days, they will go home converts to the side-path idea. They will agitate for similar laws for their own county, and thus when Niagara county wheelmen visit other counties, they will use those paths free, and wheelman, who have enjoyed our hospitality, will have an opportunity to reciprocate the

advantages granted them here. There is one sign you will see in Niagara county. It is "\$50 fine or 30 days' imprisonment for driving on this path. Side-path commissioners will pay \$5 reward for arrest and conviction of anyone driving on this path." We have secured five convictions so far. I don't agree with your correspondent that "a trip where good roads abound is almost a sure cure for the mania for cinder-paths."

Every mile of path built creates a mania for more. Our commission build no paths less than five feet wide, and on all our paths it is easy for two wheels to meet or pass.

"Good evening," said the polite grocer, as he leaned over Mr. Doolittle's front fence; "do you know that the grass on this lawn resembles your account on my books?"

"Why so?" inquired Mr. Doolittle.

"Because it's very long and all over dew."

### CYCLE PATENTS FOR 1897.

The number of patents relating to the bicycle which are taken out annually continues to be very large. Those for the past year are described and classified by the *Iron Age*, which says:

"Strange to say the greatest number of patents in the cycle art relate to an accessory for which the demand is limited; that is, for cycle stands and racks, and devices designed to be carried on the cycle and turned into position to enable it to stand



# 1898 HUMBER Roadsters, \$73.00 HUMBER Tourists, 75.00 Lady HUMBERS, 79.00

The prices of all other models and the HUMBER Chainless will remain the same as published in our 1898 Catalogue.

This reduction of prices of these models has been decided upon after careful reflection upon, and consideration of, the conditions prevailing today in the cycle trade. Conditions have brought on a struggle for a survival of the fittest. By faithful maintenance of

## HUMBER QUALITY

we expect to be numbered among the survivors. We have decided to cast aside for this season all question of cost, with the hope that buyers of HUMBERS this year will realize the value of HUMBER QUALITY, and, like buyers of HUMBERS in past years, will be willing another year to pay us a living profit. We do not know of a HUMBER rider who would part with his HUMBER at double the price he paid for it, if he could not get another. We decided to reduce prices, that more riders may know the quality of our goods, and, with this reduction, we anticipate there will come a demand for HUMBERS greater than we can possibly supply. Our product is limited,—we cannot supply the whole country.

**HUMBER & CO., America, Ltd.** DEALERS' CORRESPONDENCE SOLICITED  
**WESTBORO, MASS.**

alone. For these one hundred and twenty-four patents were issued in 1897. Patents for pneumatic tires come next in numerical strength, with one hundred and ten, including patents for puncture-proof bands, etc. Improvements in handle-bars and grips and steering stems are claimed in one hundred and six patents. Improvements in driving gear in one hundred and five, and upwards of seventy of these being for various chainless gears. There are eighty-five patents for bicycle saddles, sixty-nine for brakes, fifty-one for frame constructions, fifty for pedals and cranks, twenty-six for guards, including gear cases, seventeen for spring frames, twelve for tandems, eight for bearings peculiarly adapted for bicycle bearings (ball bearings, generally, being classed elsewhere), the remainder having reference to other parts of the cycle and to unicycles, polycycles of various types, earrier cycles, and other practical or impractical machines evolved from the inventor's brain."

### TOW-PATHS OPEN TO CYCLISTS.

The following letter very satisfactorily and conclusively answers inquiries regarding the rights of wheelmen on the tow-paths of canals in the State of New York:

ALBANY, March 15, 1898.

STEARLING ELLIOTT, Esq.,  
ED. L. A. W. BULLETIN,  
Boston, Mass.

Dear Sir,—Replying to your favor of the 12th instant, I am pleased to say that nearly two years ago I issued an official order, as Superintendent of Public Works, and having

charge of the canals of the State, throwing the tow-paths of the State open to the use of wheelmen. In this order I directed employees along the line of the canal to show all possible courtesy to wheelmen who might choose to avail themselves of the privilege. The order is still in force and the tow-paths are constantly used by tourists, since the Erie canal furnishes a direct route across the State from East to West. I shall be glad to have you state this for the benefit of wheelmen.

Very truly yours,

E. M. ALDRIDGE,  
Superintendent of Public Works.

And the following communication relating to this subject will be found of interest:

WATERFORD, N. Y., March 9, 1898.

OFFICE OF FRANK B. PECK,  
Supt. Sec. One, Champlain Canal.

ED. L. A. W. BULLETIN:

In reply to query regarding wheelmen on tow-paths, I would say that Supt. Peck received a circular from Supt. Pub. Works Aldridge, requesting us to have the small stones raked off the tow-paths, and permit bicyclers to ride on same as long as they did not interfere with navigation of the boats' teams. This order has never been countermanded on this section. I rode on part of the Erie last year without anyone interfering with me, and believe if anyone is careful when meeting teams that may be frightened and dismount, if necessary, they will have no trouble. Yours, H. O. FOLGER,

L. A. W. No. 57310.

Special Foreman.

The "Summer boarding industry" is one upon which many towns place great dependence. Other things equal, it has always thriven most where roads were good and roadsides attractive. These considerations will be even more important in the future, on account of the number of persons who take their wheels with them on their vacations.



## L. A. W. MEMBERS!



## Buy=cycle Revolvers

We offer our well-known Cycle Revolvers, of the hammer pattern, to L. A. W. members for the low price of  
 Express prepaid to any part of the United States.

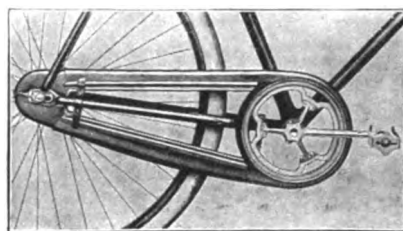
**\$4.00 each.**

Every cyclist should have one of these revolvers. They are perfectly safe,—**accidental discharge is impossible.** There is no danger of discharge from catching the hammer in the clothing, or any such manner, as the only way to explode the cartridge is to **pull the trigger.** They are automatic in action, fire five shots, and have a short two-inch barrel, making a handy pocket weapon. Send us \$4.00 cash with order and we will forward one prepaid to your address.

**Iver Johnson's Arms and Cycle Works,**

Branches: New York,  
Boston, Worcester.

**FITCHBURG, MASS.**



## THE RAMBLER GEAR CASE

is **Mud** and **Dust** proof and does all that is **claimed** for a chainless wheel, without its uncertainties and drawbacks. It is supplied on Ramblers at a slight additional cost over list price—\$60.

**Rambler** No. 26

with its low drop crank hanger, short head, etc., is causing talk?

We want more agents. Address

**GORMULLY & JEFFERY MFG. CO., Dept. G.**  
**CHICAGO.**

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

### After Tennyson.

**B**LOW, blow, blow,  
 O tire the tack has "punked,"  
 And I would that my tongue could utter  
 The things that my thoughts have thunked.

O well for the bloomer girl,  
 As she rides on her graceful bike;  
 O well for the scorcher boy,  
 As he scours the lane and pike.

And the tireless wheels run on  
 The same as a woman talks,  
 But the bloomin' chump with plug nor pump,  
 O he is the guy that walks.

THE valve-stem is the tire's windpipe.

It's a burning shame for cyclers to scorch so much.

HAND-ORGAN music ought to be very fine because  
 it is ground so much.

THE wobbling beginner on the bicycle toils a  
 great deal before he can spin.

THIS is a wide, wide world, but not a bit too wide  
 for the man just learning to ride the bicycle.

The wind it blew his whiskers through  
 As he swiftly onward sped,  
 But he struck a barbed wire and it blew through his tire,  
 And — we can't print what he said.

MOST every tire has a puncture somewhere in its  
 his-story.

WHEN it comes to attracting attention, bright red  
 bloomers hit the bull's-eye.

THOUGH my wheel brings me many a spill,  
 With all its falls I love it still.

THE expense of repairing punctured tires may  
 properly be called the cyclist's income tacks.

THE wheel that's lent is soonest bent.

"CYCLERIAN" is proposed as an addition to list  
 of names which we have so far called ourselves.

"Full many a flower is born to blush unseen,  
 And waste its sweetness on the desert air;"  
 The fastest records ever made have been  
 The ones reeled off when no one else was there.

A puncture-proof double-tube tire is said to have  
 its inner tube made of papier mache, and to be  
 "highly elastic but not impressionable to the same  
 degree."

A man in a Maryland city was arrested for riding  
 25 feet on a sidewalk, to escape an unrideable mud-  
 hole, and although he had broken a local ordinance,  
 the local judge had sense and nerve enough to ac-  
 quit him. A little justice is better than lots of law.



# 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.

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C. W. DAVIS.

### SUBSCRIPTION PRICE:

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

Editor: **STERLING ELLIOTT.**

Associate Editors:

NIXON WATERMAN. LUTHER H. PORTER.  
JOE LINCOLN.

APRIL 1, 1898.

## THE JOYS OF SPRING.

" 'Tis the welcome April shower,  
'Twill awake the sweet May flower."

SO runs the old song, but, alas! the sweet May flower is not all that will be awakened by the April shower. There are thousands of miles of poorly-made, sadly-drained soft clay country roads.

How does the April shower affect them?

"Tis the dreaded April flood,  
Filling all the roads with mud,

may sound less poetic and sentimental, but it comes nearer hitting the bull's-eye of truth. From nearly every state in the Union come reports of impassable highways. King Mud is in control of the public roads, and he either entirely prohibits the public from using them or he lays a heavy toll on all who do. To Tennyson's lines —

"In the spring a livelier iris changes on the burnished dove;  
In the spring a young man's fancy lightly turns to thoughts of love,"

might very truthfully be added, —

In the spring the rain descending fills the road with mire and muck,  
Till the highway's only suited to the web-feet of a duck.

"Its a nice day overhead?"

"Yes, but it's very bad underfoot," is the sub-

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stance of many a greeting during the glad days of Spring. Everybody agrees that Spring *might* be the nicest season of the year, but, as a matter of fact, the "going" is always a source of real distress. There is a sea of mud between us and every charm of lane and field. With good, hard, smooth, well-drained highways it would be great joy to go about and observe the matchless beauties of the Spring, but —

"How often, oh, how often!"

is the charm of earth and sky almost totally eclipsed by highways filled with mud.

Spring, Spring, gentle Spring! so fresh, so sweet, so wet; The air is very soft, but oh! the roads are softer yet. The woods and fields, without a doubt, are gay with bloom and bud,

But no one ever sees 'em, 'cause the roads are full of mud.

What can we do about it? We can keep everlastingly hammering away, individually and collectively, socially and politically. Roads in many parts of the country are better than they used to be, and sometime they will be better than they are now.

We want good roads.


## WHAT ABOUT THIS SUMMER?

It isn't a day too early to commence to plan for the summer's outings and the best means of enjoying them. Do you intend to use a bicycle to a considerable extent this season? Is the bicycle you now possess going to prove satisfactory? If you intend to get a new bicycle, why not make the purchase or the exchange at the first good opportunity, and thus enjoy it for the whole season?

If you intend to take your wife, your sister, your "cousin" or your aunt with you on your vacation outing, had n't you better see to it that they become accustomed to making rides of good length before starting on the longer tours?

And where are you going? Are the roads good in that locality? Are the hills very steep? Are the hotels good and reasonable in price?

Think it all over. Plan something nice for the summer. Not only for your brief vacation season,



## Gambling

is the child of avarice, the brother of iniquity,  
and the father of mischief."—WASHINGTON.

**Advertisers should know what circulation they get.**



I have thoroughly tested "Bailey's Won't Slip Tires" on all conditions of surface, and can honestly say that they will **not slip, do not throw the mud** and are the **easiest tires** that I ever rode. They prove all their claims, and every rider should have them.

W. C. FRENCH, Engineer.  
Continental Clothing House, Boston.

Sent prepaid by us on receipt of price, \$10.00.

They insure absolute safety to riders on all conditions of surface.

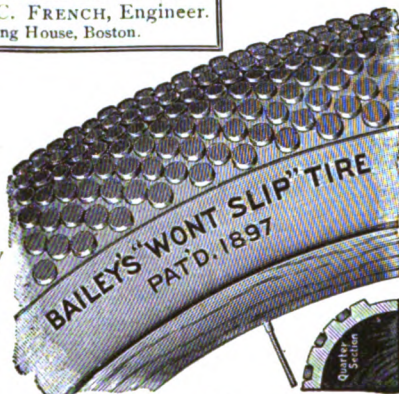
**Swiftest, most Resilient, Receptive, 90 per cent. Puncture Proof.** Order them on your new mount.

Send for our Seven "Won't Slip" Reasons, proven under test.

PRICES TO DEALERS ON APPLICATION.

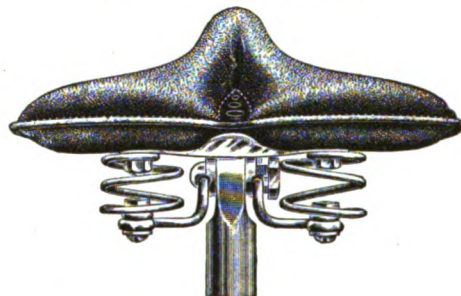
**C. J. BAILEY & CO.,** 22 Boylston St.  
Boston, Mass.

Boston Agents for Wolff-American and Thomas Bicycles.



# THE SADDLE

...OF COMFORT...



THEY WHO RIDE FOR PLEASURE,  
AND THEY WHO RIDE FOR GAIN.  
WANT ALL THE EASE AND COMFORT  
THEY'RE ABLE TO OBTAIN.  
WE OFFER THIS SUGGESTION,  
AND IT GOES WITHOUT QUESTION.  
THERE'S NOTHING BEATS THE WHEELER,  
MODEL "EXTRA" IS THE NAME.

**WHEELER SADDLE CO.**

**Detroit, Mich.**

but for the evenings and holidays you spend about home. It pays to get organized. Don't wait till the last minute and then, in a catch-as-catch-can manner, grab at what there is left on the remnant counter.

What's one man's meat is another man's poison. It is remarkable how many persons get no real enjoyment from their holiday outings. They wish they had gone some other place or done something else. Don't let some enthusiast get you into something he likes, but which you despise. What suits one will not suit another.

Talk matters over with your family or your friends, and decide what will be the best for all concerned. A golden summer is too precious a thing to be carelessly wasted. Make the best of it. Organize.

## THE MEANEST MORTAL.

It might be difficult to determine just which one of the many millions of men in the world is really deserving of the distinction of being called the meanest man. It is pretty well understood, however, that he belongs to the tack-throwing class, and hence is not a cyclist. For this much let us be thankful.

This meanest man in the world, or one of his kind, has recently been heard from in the vicinity of New York city. Gus Fritz, 118 E. 7th street, was riding recently on the Hudson County Boulevard, when his tire was punctured by one of those sharp-pointed,

heavy-headed tacks made expressly for the purpose, for they are so constructed that they stand point up wherever they are thrown.

If the wretch who threw these tacks will kindly send his address to us, we will take great pleasure in forwarding it to Mr. Fritz, whose letter leads us to infer he will call on his Tackship, and — †† \* biff! — †† \*\*\* bang! \*\* — † — settle the matter with him. Every wheelman should do all in his power to bring about this desired result.

## THE MOST EXPENSIVE ROADS.

We are informed that in the spring elections of this year, the citizens of East Rockhill township, Bucks county, Pa., were called upon to vote for or against a proposition to buy a stone-crusher. One of the voters, residing two miles from the polling place, walked there, because the roads were so muddy they were impassable for teams. In spite of this object-lesson, he informed his friends he had voted against the purchase of a stone-crusher, as the roads were good enough for him. And there were enough of his kind and way of thinking to defeat the proposition by a small majority, and so the township will have mud in wet weather and dust in dry weather for another year at least.

Unfortunately this is only one of many such localities. There are many townships in which the majority of the voting population is in favor of "mud." And why? Because the subject of good roads has not yet been properly brought to their



## A BOON TO RACING MEN



# The New ... Christy Racing Saddle

MAKES IT EASY TO SPRINT. \*\*\* ENDORSED AND  
USED BY ALL THE LEADING RACING MEN, INCLUDING

EDDIE BALD, Champion of America.....



EDOUARD TAYLORE, Champion Middle Distance, France  
EARL H. KISER, One-Half Mile Champion  
CHAS. W. MILLER, Six-Day Champion  
A. C. MERTENS, Five-Mile Champion  
NAT BUTLER, Handicap King  
KARL KASER, Swiss Champion  
JAY EATON, Indoor King  
ARTHUR GARDINER  
DR. A. I. BROWN      MAJOR TAYLOR

A saddle that is a seat,  
yet adapted for every  
position of the racer, from  
the rest to a sprint

**A. G. SPALDING & BROS.** New York & Chicago

minds. The man above referred to, who walked two miles through the mud to vote against buying a stone-crusher, would rather walk on a good, firm, dry highway.

Certainly no human being *prefers* to walk in the mud. Nobody loves mud as a road-material. But there are scores who have not yet found out that it is the most expensive stuff a road can be composed of. This Pennsylvania township thinks mud is cheap. Sometime its voters will learn better, we hope.

### CLEVELAND'S CYCLE LAWS.

It is quite evident that the Board of Aldermen of Cleveland, O., should have some young blood added to its circulating medium. Some that is n't too old to ride a bicycle nor too near-sighted to see the mud in the middle of a street.

They have an ordinance in that city which says every bicycle must be equipped with a lamp and a bell, keep to the right side of the street, and not be ridden anywhere in the city limits at a greater speed than ten miles an hour. It also provides that no person shall ride, push or draw a bicycle over any sidewalk unless it be to get into or out of a yard or lot. And now they say "they" are going to enforce this law to the letter, which is all very well, perhaps.

That is one side of the question. The other side is indicated by the words of a substantial citizen of Cleveland, who says, "It would be a pretty spectacle to see a wheelman leading his wheel up the middle of some of our streets in mud up to his knees. Only

the other day on one of our streets a horse sank in the mud up to his shoulders, and was dug out after about two hours' work. And still wheelmen are expected to lead their wheels in the street and not on the sidewalk!"

O, Cleveland! How dare you present such an unhappy spectacle to a somewhat civilized world! Either mend your ways or amend your laws. Keep your mud if you will, but do not compel your citizens to wallow in it. You are too big and broad and beautiful for such behavior.

"Why Not Cycle Abroad, Yourself?" is a well-printed, 200-page illustrated book written by Clarence Stetson, and sold by the American News Co. for 50 cents, in paper, and in cloth for \$1.00. The book treats on what a bicycle trip in Europe costs, how to take it, how to enjoy it; with a narrative of personal tours, illustrations and maps.

### Please Look at Your Date.

On the wrapper of your BULLETIN is a colored slip, similar in size to the following:

John Smith      8 July 98  
Smithville, N. J.

This means that Mr. Smith's subscription will expire with the issue of July 8, '98.

The BULLETIN is not sent after subscription expires. Renewals should reach this office at least two weeks before date on wrapper, to prevent your name being taken off the list.





## Riding a **Gilliam Saddle**

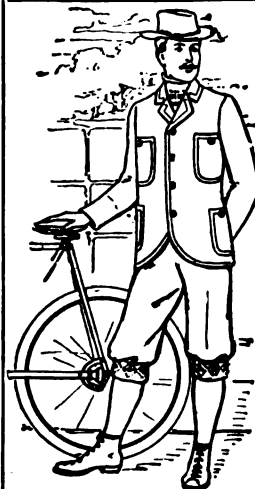
**MEANS EASE AND COMFORT**

If your dealer does not handle our saddles we will ship direct, charges prepaid, upon receipt of price. Write today for 1898 Catalog with Art Booklets:—

“Saddleosophy” and “Points on Saddles.”

**GILLIAM MFG. CO., Canton, Ohio.**

## 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 person with comfort and satisfaction.

We produce an exceptionally good Suit, Coat and Bloomers, in all sizes. It is made of Plaid or Check 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**

### ORDERS BY MAIL.

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 sample catalogue 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 GROWING EVIL.

Oh ———

When your youthful cheeks are tinted  
 With the faintest fuzz of hair,  
 And your upper lip has hinted  
 That a mustache *may* be there,  
 Then you mix a mighty lather  
 With a manly air and grave,  
 For you feel important, rather,  
 When you find you've got to shave.

But ———

When in after years you bristle  
 With a whisker dense and dire,  
 That is prickly as a thistle  
 And as coarse as trolley wire,  
 And your razor 'mid the stubble  
 Makes you rip and rant and rave,  
 It's a certain sign of trouble  
 When you find you've got to shave.

### OBJECTIONS TO VERY LONG CRANKS.

A number of members have asked to have stated the objections urged against the use of extra long cranks. The points commonly made against them are that they necessitate very great foot travel, on account of the large circle they describe; that they are peculiarly tiring to the muscles above the knee to many riders; that they increase the strain on the machine, and that they cause the pedals to strike trifling obstructions if the bottom bracket is dropped low, according to the present style.

Generally speaking, a person can use a crank in proportion to the length of his leg, but each indi-

vidual must learn in practice what suits him best, just as with height of gear and general adjustment of machine. It is not advisable to make a radical change suddenly, as it is apt to prove very tiring, and may disgust the experimenter with long cranks. A half-inch is quite enough to add at a time.

Manufacturers do not yet recognize the demand for long cranks, seven-inch being the longest now supplied as an “option,” and even this is not furnished by all makers. This lack of suitable choice of crank throw is a great defect in the specifications of '98 machines, and is not likely to be remedied until riders urgently demand a considerable range in the options given in makers' catalogues.

Ordinarily, a seven-inch crank is long enough, and 7½-inch is probably the maximum for all except extraordinary cases, but even this is impossible with a very low crank-hanger. Suggestions on this point were published in the *L. A. W. BULLETIN* of Feb. 4th, page 104.

Of course, increase in crank length makes possible a proportionately higher gear, without any increase in exertion, on account of the greater leverage that a longer crank gives. It has usually been considered that each inch in crank length offsets ten inches in gear, and experience shows this to be a very good proportion to be observed, though strong and experienced riders can make their ratio eleven to one, which is about the maximum for general riding.

CYCLERS can scorch on the coldest day.



ARTISTICALLY ORNAMENTAL.



Made Like a Watch.

## M. & W. 98 Silver Tone Monogram Bell

*A good bicycle bell with an ornamental panel of chaste design, on which your initials, name or monogram may be engraved. Fills a long-felt want.*

M. & W. 98 BICYCLE LAMP,

Always Reliable.  
\$2.50 express paid.

WHEELMAN'S LOG.

Novel, pretty and useful.  
Sample for 2 cent stamp.

BEAUTIFUL FINISH  
ACCURATE MECHANISM  
LOUD MUSICAL TONE

Send for Prices and Circulars

Bells of All Styles,  
All Sizes, All Prices.

**The Matthews & Willard Mfg. Co.**

40 MURRAY ST.,  
NEW YORK.

WATERBURY,  
CONN.



More of them sold than any other.....

There must be a good reason for this when the same condition prevails every year—they must have merit. They meet every requirement—price, value, weight, size, sex.

.....Price and Quality Guaranteed

Send for '98 Catalogue — Free.

## Western Wheel Works

CHICAGO.

NEW YORK.

### A Pace That Kills.

The Indian ghost dance is a thing  
At which we stand amazed,  
To think they leap about a ring  
Until their minds are crazed.  
But their absurd behavior will  
From such excesses daunt us ;  
For we shall never dance until  
We let the Polka-haunt-us.

### A SUPERB PARK SYSTEM.

Under an Act of Legislature of March, 1895, the Board of Park Commissioners of Essex county, N. J., have undertaken an important work that will in the near future be of inestimable value. The county is already closely built up in most sections and, with the continued rapid growth of Newark, the Oranges, Montclair, Bloomfield and the other towns, it will soon have a very dense population. In that no distant day, every resident of the county will be profoundly grateful for the system of parks and connecting parkways now being developed.

The attractive annual report of the commission presents many plans, maps and fine views of the new system, which includes four parks for Newark, one large one for the Oranges and two large mountain reservations. The connecting boulevards are provided with drives, shaded walks, service roads and *special cycle paths*, which will afford wheelmen a series of rides of the most attractive character.

The commission have almost expended the grant made for establishing this system, and estimate that

\$1,500,000 more will be required to complete and perfect it. The question of this grant will very shortly come before the people who, doubtless, will promptly respond to the request, and thereby greatly enhance the beauty and value of their county.

### GREASY ROADS.

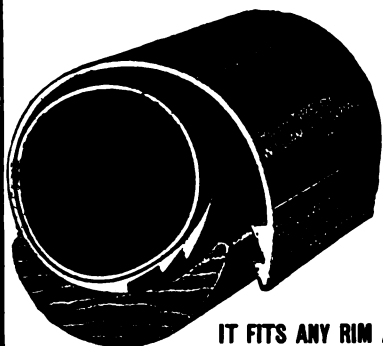
The material used in the construction of English macadam roads is apparently somewhat different from the very hard trap rock that is so much in favor in this country. It seems to compress more readily under sufficient rolling, and to give a very smooth surface; but it has the disadvantage of becoming exceedingly "greasy" or slippery under the influence of moisture. It is owing to this tendency that so much is constantly said in the English papers about the dangers of "side-slip." When the safety was first used, this was not understood in America, and we supposed that the new low machines must be dangerous, and lacking in stability, and so began to use them with great caution. Experience showed, however, that almost any surface can be ridden over safely if the tires are hard enough and the machine is kept straight and steady. Falls from side-slip here are due entirely to carelessness, and are exceedingly rare.

PEOPLE in large cities may be more or less crooked, but in the quiet country towns you will usually find the public square.



# THE RUSH

IS A  
DETACHABLE  
TIRE



BUT IT REQUIRES

No Special Rim

No Cement....

No Wires.....

IT FITS ANY RIM AND STAYS THERE.

Can be detached and replaced in a jiffy.  
 Repairs quickly and permanently made;  
 no guess work or doubt.

If you are open to reason and advancement, you must be interested in such a tire. If you want a new set on your wheel, try a pair of Rush tires, as they require no special rim. Then you will have the advantage of a detachable tire. It is a big bound forward. Drop us a line and let us talk to you. Even our catalogue will prove interesting. Can be had for the asking.

**RUSH TIRE CO., Williamsport, Pa.**



High Pressure  
Dust Proof  
Double Walled  
Enameling oven.



High Pressure  
No. 2 Brazing Forge.



High Pressure  
No. 2 Hot Water  
Vulcanizer.

## CEMENTS AND BICYCLE SUPPLIES

MANUFACTURED BY

**THE NATIONAL CEMENT & RUBBER MFG. CO.**

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

## DON'T READ THIS OR YOU WILL GET YOUR FOOT IN IT.



Why? Because this Clip keeps the pedal balanced; protects shoe from pedal plates; holds the foot firmly; disengages without injury in case of accident; is adjustable to any size shoe and applicable to all pedals.

**The Universal** Clip does this and much more. In fact, it talks for itself. Nothing offered the public equal to it in utility or finish. If your dealer hasn't it, write to us. Retail price, 50c. The trade solicited.

**P. L. MEASE, Gen. Agt.,**  
 315 Dearborn St., Chicago.

**F. R. MEASE & CO., Mgrs.,**  
 Freeport, Ill.

## '98 CATALOGUES RECEIVED.

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

### BICYCLES.

**T. C. Bradford,** Wilmington, Del., "*The Bradford*" and "*The B.*"

**Henley Bicycle Works,** Richmond, Ind., *Henley Bicycles.*

**Humber & Co., Ltd.,** Westboro, Mass., *Humber Cycles.*

**Iver Johnson's Arms & Cycle Works,** Fitchburg, Mass., *Iver Johnson Bicycles.*

**Keating Wheel Co.,** Middletown, Conn., *Keating Bicycles.*

**Packer Cycle Co.,** Reading, Pa., *Packer Cycles.*

**Reading Cycle Mfg. Co.,** Reading, Pa., "*The Vindex.*"

**A. G. Spalding & Bros.,** Chicopee Falls, Mass., *Spalding Bicycles.*

**M. B. Stebbins Mfg. Co.,** Springfield, Mass., "*Chilion*" *Wooden Frame Cycles.*

**Sterling Cycle Works,** Chicago, Ill., *Sterling Bicycles.*

**Syracuse Cycle Co.,** Syracuse, N. Y., *Syracuse Bicycles.*

### BICYCLE SUNDRIES.

**Faultless Roller Brake Co.,** Baltimore, Md., *Brakes.*

**Crest Manufacturing Co.,** Dorchester, Mass., *Cycle Exercisers and Instructors.*

**Heath-Quimby Co.,** Minneapolis, Minn., *Pumps & Specialties.*

**N. H. Hill Brass Co.,** East Hampton, Conn., *Bicycle Bells.*

**Indianapolis Chain & Stamping Co.,** Indianapolis, Ind., "*Diamond*" *Chains.*

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

**Pope Mfg. Co.,** Hartford, Conn., *Sundries.*

**Shone-Hanna Cycle Material Co.,** Buffalo, N. Y., *Sundries.*

### SADDLES.

**Kirkpatrick Saddle Co.,** Springfield, O., "*Kirk*" *Saddles.*

### TIRES.

**L. C. Chase & Co.,** Boston, Mass., *Chase Tough Tread Tires.*

**F. C. Howlett & Co.,** Buffalo, N. Y., *New Brunswick Tires.*

**Morgan & Wright,** Chicago, Ill., *M. & W. Tires & Sundries.*

**National India Rubber Co.,** Bristol, R. I., *Kangaroo Tires.*

**Palmer Pneumatic Tire Co.,** Chicago, Ill., *Palmer Tires.*



### As Shown in the Picture.

There's many a workman who might make  
 With ease his daily bread  
 If he didn't stop so oft, to take  
 A five cent "loaf" instead.

"All members should be  
**Law Abiding Wheelmen,**"  
 is the very commendable observation of No. 111,198.

No man teaches a 250 pound woman to ride a bicycle unless love or money enters into the question.

No question enters more intimately into the daily life of the people, and none receives so little relative attention as the care of streets and roads.



## BICYCLES DELIVERED FREE

To any point east of the Rocky Mountains.



...THE...  
**"PATEE  
 CREST"**  
**\$35.00**

is the handsomest and most up-to-date '98 model on the market. It has all of the features of the highest priced bicycles in the world, and is the only '98 wheel sold under a full year's guaranty. We buy for cash, sell for cash, and the rider reaps the benefit by getting a machine from us for \$35.00 as other makers charge \$75.00 and \$100.00 for. Read our catalogue before buying. Sent free on application. Buy from the manufacturer direct and save money. PATEE BICYCLE CO., No. 111 Main Street, Peoria, Ill.



Manufacturers endorse...

### Smith's Two Roller Spring Seat Post

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

SYRACUSE CYCLE CO.

**J. N. SMITH & CO.**  
 Detroit, Mich.

PRICE REDUCED from \$2.50 to \$1.50

## 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.**

## THE NOVELTY KNIFE.

A beautiful, transparent and indestructible handle under which can be placed name and residence on one side, and emblems, photos, of friends or celebrities, etc., on other side. The material is of the best quality, being warranted for 6 months to be free from defect, and the workmanship is unsurpassed.

Agents wanted

IF YOU CAN APPRECIATE A GOOD KNIFE Try ONE of THESE.

Gents' knives from \$1.25 to \$2.50,  
 ladies' 2 bl. 80 c., 3 bl. \$1.25, boy's  
 2 bl. 75 c. Send stamp for circular.

Advertising Novelties a specialty.

NOVELTY CUTLERY CO., 33 BAR ST., CANTON, OHIO.

## A LETTER FROM MISS B. I. CYCLER TO MISS MARIE GOROUND.

BY FRANK D. ESPY.

DEAR MAY: Your's received. And you've really decided to take up the "fad" (?) you so long have derided? You "must have a wheel?" So I've said for a year, and I think you were only held back by the fear that you'd look as you've seen women look on a wheel. Am I right? I don't blame you. Such sights make me feel that a law should be passed, that before one could ride on the cycle path, street, or the boulevard wide, she should pass an "exam.," so the judges could tell that she knew how to ride,—and could also ride well. That last means so much,—but of that, more anon. You will soon acquire grace, when you've learned to "stick on." "Advise" you, my dear? Why you certainly know I'll be only too glad,—but I'd much rather "show." Long distance advice on a matter like this is a very poor guide; but I'll try,—hit or miss:

You remember the maxim,—Dean Swift's, was it not?—about cooking a turbot? The stove, fire or pot are of little avail 'till the turbot is caught. So, in taking up cycling, a wheel must be bought. Get a good one, dear May; but I warn you, beware of the oily-tongued salesman, who's ready to swear that his wheel, the "Go Easy's," "the best on the mart." It's dollars to doughnuts the things come apart when you're miles from a railroad; and if

in your fall you escape broken bones,—you are lucky, that's all. Now do not assume that the wheel is the best whose price is 'way up,—far beyond all the rest; nor must you infer, if the price is quite low, that a wheel must be worthless,—built only for show. Get a good one,—but get it as cheap as you can; and I'd strongly advise that you get some nice man to go with you while hunting the bike you like best. When you find it, step back and let him do the rest. Man's "superior knowledge" I do not admit, but between you and me, May, they do know a bit more of sprockets and pedals, of bearings and bolts, than the most of us women, (that don't prove us dolts). Get Jack to go with you; he'll do it I know, and be glad his mechanical wisdom to show. When you've found what you think is the "handsomest wheel," and Jack has decided it's made of good steel; has approved of the bearings, adjustments and cranks, then dismiss the dear boy with your heartiest thanks.

In selecting a saddle, do choose the right kind, an up-to-date, hygienic saddle, you'll find will add more to your pleasure in riding a wheel than all else beside. You never should feel the slightest discomfort; don't ride if you do, but quickly adjust to an angle that's new; slide it forward or backward, raise up or push down, till it's just as you wish,—then let no one in town persuade you to change it. The height should be such that, when properly seated, the heel should just touch or toe slip in under the pedal, when down at the lowest point reached in its



**CHASE TOUGH TIRES**

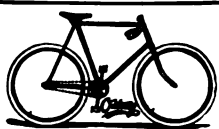
Light and Resilient. Practically Puncture-Proof.

**Chase Special and Vulcan,**

Equal to any standard road tires made.

**FOXHOUND**

Exceptionally Fast. Acknowledged to be the Speediest Tire yet produced

**Our '98 CATALOGUE and BOOKLET on**the use and abuse of tires, manner of application, Repairs, etc., sent **FREE** on application, provided you mention this paper.**L. C. CHASE AND CO., Boston, Mass.**

... 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.****L. A. W. Riders!**Your old hub goes out.  
Our new hub goes in.

This hub is fitted with the

**NEW DEPARTURE  
AUTOMATIC BRAKE**

Same spokes — dead easy. Get particulars.

**"NEW DEPARTURE," BRISTOL, CONN.**

journey around. A vertical line, from the hip-bone to floor should pass to the rear of crank axle, not more than seven full inches. Your handle-bars set so that "grips" are some higher than saddles, but yet not so high that your arms are not straight as you ride. Your weight, if you please, you will try to divide one-fourth on the handles, one-half on your feet, one-fourth on your saddle,—thus making complete distribution of weight 'twixt the front wheel and rear, and reducing the jar. Is that perfectly clear?

Don't "hump" like the scorcher, nor sit too erect; avoid either extreme, for all doctors object to the cramping of lungs, which the stoop must entail, and the jar to the spine, if you sit like a "rail." Choose "betwixt and between," for speed, comfort and ease, and incline from hips, about thirty degrees. Do you know what that means? Watch the clock, and you'll see by the hour-hand at "one," what your angle should be. Of course these instructions I give will be used when you've learned how to ride, for a wheel's more abused in learning, than riding; and think how you'd feel if you'd paid out your cash for an elegant wheel and found, when you'd mastered the mettlesome steed, that your mount was a wreck,—had been "broken," indeed.

Go learn in a school,—the expense is not much; and they make it their business to educate such poor, timorous creatures as you to that pitch they can ride over cobbles, or plow through a ditch.

And your costume? Now, really, you set me a

task that has bothered my brain for some years. If you ask me to name the best garb for a woman who wheels I should say that the men wear the best; but one feels that to violate precedent, custom, and style, and to set Mother Grundy's tongue wagging awhile, is rather too much to endure for the sake of riding in comfort. So, rather than make any fuss, I have tamely adopted a skirt,—divided,—with "Knickers" attached, and the dirt and the chain are avoided by having it short; high boots to the knee, (where the "Knickers" they meet,) form an ample protection for limbs and the feet; a Bolero jacket, shirt-waist and crush-hat,—loose gloves with long gauntlets. What think you of that? Be careful in mounting; your skirts should divide and fall round the saddle, one-half on each side. If you mount in a hurry it's quite apt to fall too much on one side,—that don't look nice at all. The hope is within me that some day our sex can dress as they please, with no question to vex as to "what will they say?" Don't think me a "kicker;" but I've tried them, and always shall long for the "Knicker." Ride out on your wheel just as soon as you can,—bring Jack, if you like,—and some other nice man.

The Eau Claire (Wis.) Cycle Club has a cycle path, *over private land*, upon which any wheelman may ride by paying \$1.00 per year. A special decalcomania is furnished which is to be placed on bicycles privileged to use the path.



## NORTHAMPTON BICYCLES

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

**"A word to the wise is sufficient."**

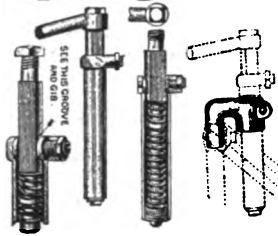
WE THINK WE HAVE

### "The Slickest Wheel That Whirls"

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

**NORTHAMPTON CYCLE CO., NORTHAMPTON, MASS.**

## The 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.**

## EVOLUTION OF THE CYCLE.

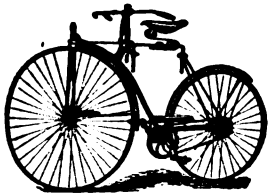
### XV. The Modern Safety.

1884-1886.

The three remarkable bicycles described in the last chapter seemed only "born to die." They were really experimental machines and, though each and all contained many of the features that were to finally make the safety famous, they received but the scant recognition usually accorded to those things which are before their time.

The success of the Kangaroo, in establishing a new record in the 100-mile road race in September, 1884, awakened the public to the fact that machines, of a dwarf or safety type, could excel the "ordinary" in speed, and great interest in "safety" bicycles was thereby aroused.

Nearly a year before this, Starley & Sutton had brought out a tricycle called the Rover. It had two medium-sized front wheels, a low backbone extending to the rear, and a small trailing wheel, which was the steerer. The rider's position on it was behind the main axle and almost



ORIGINAL ROVER. — 1884.

over the crank axle, the position being such that his power could be applied to great advantage. It is said that its success as a hill-climber led Mr. Starley to set to work to construct a safety on similar principles. This is quite probable; but it is equally

## TIRES FREE

For each of the three best mileage records made to date on a single pair of League Tires, **we will deliver, prepaid, one pair League Specials**, the fastest and finest of road tires. State mileage; cyclometer used; general character of roads ridden over; when tires were bought; full name and address. Replies must be in May first. Award will be made at that time.

**NEW YORK BELTING & PACKING CO. LTD.**

**25 Park Place, New York.**

## A Hill Climber.

A chain having no friction at all would transmit 100 per cent. of the power applied. The Morse Chain transmits by actual test 99 2/3 per cent. of the applied power under the most severe strain. This can be said of no other chain in the market.



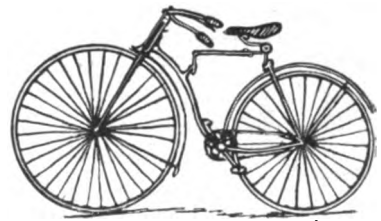
**RUNS THIS WAY**

*Give it a trial. You will want no other.*

**MORSE CHAIN CO., Trumansburg, N. Y.**

probable that he was familiar with Lawson's Bicyclette, and very likely had seen both the Flying Dutchman and the Marvel. Being in the trade, it is reasonable to assume that he knew them all, and, doubtless, was more or less influenced by them, notably in his use of secondary steering. Possibly he attributed the sensitiveness of the Marvel to its sloping front forks, and so concluded that direct steering was impracticable.

At any rate, Mr. Starley constructed his new safety during 1884, calling it the "Rover," and showed it at the end of the year. It had a 36-inch front steering wheel; a 30-inch rear driver, geared to 55 inches; 5 1/2 and 3/4 solid tires; perfectly vertical front forks, and secondary steering connected with the top of the forks by two rods or reins. The handle-bars were supported by a bracket attached to a curved backbone, and the saddle was carried by a rod which connected the same bracket with the rear stays. The machine ran easily, but the steering was not firm or steady, and the frame was far from rigid.

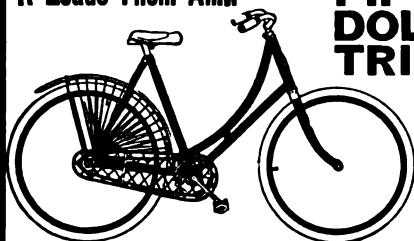


ROVER OF 1885.

As might have been expected, so novel and clumsy an appearing machine was not favorably received, and Mr. Starley shortly improved it by adopting



## It Leads Them All... THE FIFTY DOLLAR TRIBUNE



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

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

THE BLACK MFG. CO., Erie, Pa.

## The Defender,—Smooth Tread



## The Defender Special,—Corrugated Tread.

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

Manufactured by...

THE KOKOMO RUBBER CO.  
 Kokomo, Ind.

## A Great Offer

If L. A. W. member No. 36,843 will present this ad. and his L. A. W. card to the Eclipse agent in his or her town, within thirty days from date of this paper, they will be given a credit of \$10.00, provided they purchase one of our model 54 or 55 bicycles.

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

Boston Branch,  
 245 Columbus Avenue.

Greater New York Agency,  
 Sol. Heyman & Co., 993 3d Avenue, N. Y. City.

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

## The Yale Bicycle

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

Superbly equipped, at the popular price,

**\$50.**

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

THE KIRK MANUFACTURING CO., Toledo, Ohio.

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

sloping forks and direct steering, thus making his "1885 model" neater, cleaner and more compact.

In order to bring this improved model prominently before the public, Starley & Sutton followed the example of Hillman, Herbert & Cooper and inaugurated a 100-mile road race, nearly a year after the famous Kangaroo event. George Smith, who rode the Kangaroo to victory, was now mounted on a Rover, and he again won, his time being 7 hours, 5 minutes, 16 seconds, or 5 minutes, 54 seconds better than the previous event. This success was



ANTELOPE. — 1885.

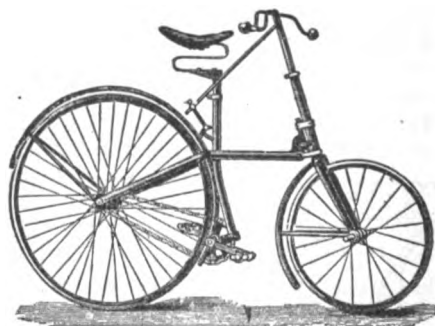
followed by another, the 50-mile road record being broken by Stephen Golder, who reduced the existing figures, which had stood for

a number of years, by nearly a quarter of an hour.

The Kangaroo success had opened the way to public favor for safety bicycles, and a great rush was being made for the successful dwarf of '84. Nearly every maker was turning out machines of the Kangaroo type, whose popularity was at its zenith. In this condition of affairs, the Rover proved a still greater success; its makers placed it conspicuously before the public; it was well received, and its ad-

vance toward general popularity was aided by the defects which time and experience showed to exist in the Kangaroo type. Within a year the Kangaroo was generally displaced by the Rover, and every maker was engaged in manufacturing the newer type of machine. The new machines were not at first generally designated "Safeties," but were called "Rovers," after the first successful one of the type.

When the manufacture of these machines was begun, the predominating idea in construction was simply that of two small wheels between which the



PIONEER. — 1885.

saddle was to be placed, and the rear wheel geared up by means of an endless chain. There were no definite principles of frame construction as yet, each maker connecting his wheels, shaping his forks and bars, and carrying his crank hanger according to



## The Glover Perfection.




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

**RETAIL  
PRICE  
\$3.50**




Send for free descriptive circulars to  
**GLOVER CYCLE SADDLE CO., Jackson, Mich.**

## THE PARK SPRING SADDLE



**Built on scientific principles.**

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



**Patent Gun Lock Spring.**

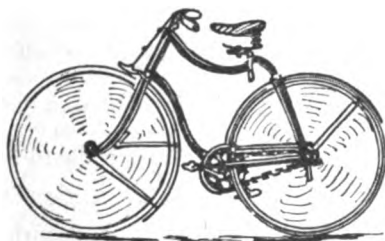
On receipt of price, will ship prepaid to any address in the U. S. A. a saddle suitable to your weight, with privilege of returning after a week's trial if not entirely satisfactory; on receipt of saddle will refund money, less return charges. Send for Catalogue, free. Wanted, agents in every town, men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

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

such design as occurred to him or appealed to his fancy.

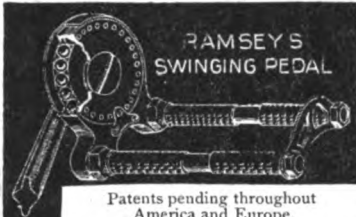
In one of the earliest machines of the Rover type the sizes of the wheels was reversed, and the larger one placed behind, as in the Marvel. The Antelope had a 36-inch rear driver, a 20-inch front steerer, and a straight horizontal frame connecting the rear axle with the top of the vertical front forks. A vertical central pillar supported the saddle and carried the crank hanger. The steering was secondary, the bars being connected with the front forks by reins. As the handle-bars curved up on either side of the rider, a perfectly open front was afforded him and the safety element thereby increased.

A step in advance of this design was the Pioneer, which more closely resembled the Marvel in lines and steering, but had a longer wheel base. The rear driver was 30-inch, the front steerer 20-inch, the main frame was nearly horizontal. The front forks sloped considerably, but had a bend at their top, on the principle first adopted in the "Xtra," so that the steering head pointed toward the point of contact of the wheel with the ground. It ought to have been an easy steering machine.



ROVER OF 1886.

## RIDERS call it the SWINGING MOTOR.



**RAMSEY'S  
SWINGING PEDAL**

Patents pending throughout America and Europe.

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

Price \$5.00. Full particulars, with treatise on ankle motion, on request.

**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.

**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.

**A RINGER.**



## An Electric Bell Without Electricity.

### The DOUGHTY PERFECTION

### .....AUTOMATIC BELL

Why not have one on your '98 wheel?

Pat. Jan. 1, 1898.

Ask your dealer to show you one, or send us \$1.00 and we will send it postpaid.

Fastens to the fork; cannot rattle or get out of order.

**J. DOUGHTY & CO., 1025 Arch St., Phila., Pa.**

The Humber appeared about this time and had a 30-inch driver and 18-inch steerer. The front forks were vertical and had a long, sloping steering-post above them, the upper part of which was connected with the top of the rear forks by a curved tube. But the greatest advance was made by Starley & Sutton themselves, who produced a very much improved model in 1886. Both wheels were 30-inch; the steering was direct; the front forks curved gracefully; the position was well above the work; the frame lines were curved, but they approximated the open diamond form, having no cross tube from saddle post to crank hanger. This model of the Rover was the most thoroughly up-to-date machine so far produced.

The engine has but just one eye,—  
The headlight bright and clear;  
And that reminds us, by the by,  
There's just one engine-ear.

It is said that in Rome all cyclists are obliged to carry a large printed placard in a conspicuous position on themselves or their machines, bearing in legible letters their names, address and the number of their license.

A bill has been introduced into the Pennsylvania Legislature to tax all wheelmen one dollar annually for the construction of cycle paths.

You can ride a rented wheel, but not a rented tire.



**PIERCE RACERS** Model 82  
22 inch Frame.  
Model 84  
24 inch Frame.

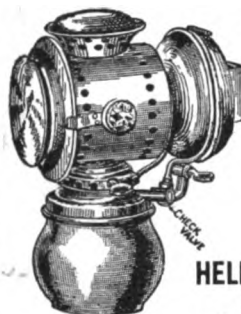
Easily the Peer for 1898

**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.

## HELIOS AUTOMATIC CARBIDE LAMP....



No Oil.  
No Wicks.  
No Smoke.

The only carbide lamp  
with a check valve.

**EXPLOSION  
IMPOSSIBLE.**

**PRICE, \$3.50.**

Write for Illustrated Catalogue.

**HELIOS CARBIDE SPECIALTY CO.**

1531 Clearfield Street, Philadelphia, Pa.

## The Ridgway Instantaneous Adjustable Bar...



YOU SIMPLY TOUCH A PAWL TO ADJUST THE BAR, AND IT LOCKS FIRMLY TO THE DESIRED POSITION. ALL DONE WITHOUT DISMOUNTING.

If your dealer does not have it, write us.

**J. H. BURT MFG. CO., SPRINGFIELD, MASS.**

**ACME Bicycles**  
High Grade

**\$34.50--'98 MODELS**

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

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

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

## THE CAPTAIN'S MESSAGE.

JOE LINCOLN.



HE great ship ploughs through the murky night,  
The wake-waves flash with a phosphor gleam,  
The bow dips deep in a yeasty white  
Where the sea-gods strive with the god of steam.  
The shrill wind sings in the cordage high,  
The rain-gusts whip on the slanting deck,  
And the only star in the cloud-swept sky  
Is the glimmering shore-light's warning speck.

The Captain stands on the swaying bridge,

The night-glass held in his sturdy hand,  
O'er seething hollow and foam-capped ridge  
He's watched that twinkle that marks the land;  
And now to the speaking-tube he bends  
And gives the word to the engineer,  
And the great steam whistle wakes and sends  
A throbbing shriek through the atmosphere.

And there in the village far away,  
Where the light looks out on the ocean's foam,  
The people listen and smile and say,  
"The Captain's sending his message home;"  
And a woman, gazing across the dark,  
Smiles soft as the faint notes rise and swell,  
And the children listen and whisper, "Hark!"  
"Father's saying he's safe and well."

The laboring engines whirl and grind,  
The ship drives on in her ocean race,  
But the Captain looks at the light behind  
With a tender smile on his sun-burnt face.  
And wife and children may sleep at ease,  
With ne'er a fear in a gentle breast;  
Love's voice has spoken across the seas,—  
And the Captain's message has brought them rest.

## PREFERS ROADS TO TOW-PATHS.

In reply to the inquiry of No. 125,969 as to wheeling on tow-path, No. 182,202 says that he wheeled across New York last summer, and the only place where it was advantageous to take to the tow-path was between Lyons and Port Byron, and no objection was made to his so doing between these points. He advises wheelmen to stick to the roads and side-paths.

"THIS," said the guerilla chief as his command, having cleaned out the town, proceeded to make its escape, "might be called a sack and a cut away."

The actor who plays Richard III. has to hump himself.

A western paper runs a department devoted to births, marriages and deaths, and heads it "Hatched, matched and despatched."

THERE may be truth in the statement that a sandy complexioned man is likely to be gritty.



# 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—~~\$48.50~~—ONE PROFIT

Volume 1.

WE SELL DIRECT TO THE RIDER.

Number 11.

## HOT SHOT FROM ... FOWLER ...

### SHOW THIS TO 'EM.

Any maker or agent in this land, if he told "Gospel Truth," would say: Fowler is giving better value for the money than ever before offered the Cycle buying public.

N. B.—

He is, too — that's what hurts our late comrades and friendly competitors. They see the success we're meeting with and say "any old thing" about us, but our bank account is growing; we're more than meeting all bills and expenses, from the sale of 1898 Fowlers, and it's only the 24th day of March. We haven't borrowed a nickel — we own our Plant — we discount our bills. We will have ready for delivery by April 10th, **two hundred Wheels per day**. Are we doing business? Have we hit on a popular plan? Well you watch some of our present "vilifying competitors" sneak in the "DIRECT TO THE RIDER" Band Wagon next year, and maybe before.

### AN HONEST GUARANTEE.

#### A Few Remarks:

The 1898 Fowler is guaranteed for the current year (see terms in catalog now ready).

NOT 60 DAYS.

One more nail in the coffin of Middlemen-sold Wheels.

Fowler not only knows how to build honest Bicycles, but does.

He not only knows how to build and sell, but how to eminently satisfy riders of his Wheels.

And just ponder —

**\$48.50.**

Any Tire, Saddle, Color, Gear and everything else best.

## PITTSBURG (540 Smithfield Street) TO THE FRONT.

Our samples were scarcely on the floor when we were overrun with buyers; we thought two men could handle the depot, but now have four and are going to put in another. Just to hear how they (the Agents) would take our triumphant entree — to the City — we interviewed them incog., then they did roast Fowler, his plan, his Wheel, O my! Oh my! we felt like going out and giving our several selves up to the first policeman, saying "take me in for any old thing," roast, boiled, scalloped, fried, those "gentlemen" representatives of various houses and especially the "20 year old" and those Department Store, "Standard of the World" were the most lying, dishonorable, malicious — look out you fellows, we effectively silenced your Chicago brethren on the same line and you will get it.

P. S. Does the "20 year old" representative remember saying "why Fowler could not sell 50 of his Wheels in this town?" Could n't, Eh? We sold over 60 the first week.

Could not, Eh? Do not worry little boys, we will do more business in Pittsburgh in high grades than any one there. Proctor F. Seas, Manager, says in a letter just received: "Pittsburgh good for 800 to 1000." We keep "open shop" 10 to 11 every evening.

Seventeen Wheels in a day and a half at Philadelphia (818 Arch St.).

How is that for business?

Manager Jenks writes: "Working till 10 o'clock nightly, never dreamed of such a business.

I believe we will average between 20 and 30 a day during April."

Don't all this tell you that Fowler's 1898 is just what he claimed it to be.

### "RUB THIS IN."

We offered our '98 Wheel at Sixty Dollars list to the agents, and in two weeks and a half time, we had over five hundred applications for agency from the cream of agents in this country. The identical Wheel was good enough for them to sell you at \$60.00, why isn't it good enough now to buy direct from us at \$43.50, and save the difference?

### REMEMBER:

If you send us an order for a Wheel and \$2.00 to pay express charges, and when the Wheel arrives and it is not absolutely as ordered and as we have represented, you immediately return it and get your money back.

#### Who gives you

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

#### Who gives you

Choice of Christy, Sager, Brown, Gordon, Wheeler, Persons, or any other Saddle on the market?

#### Who gives you

Choice of any color (Except White or Pink, at \$1.50 extra)?

#### Who gives you

All these acknowledged best things that money will buy, together with the best material throughout, and high-class workmanship, at any where near \$43.50?

#### No one but

FOWLER, and in consequence he's got in more business this 24th day of March than he ever had before in his life.

Get a Catalog; it's ready and deals unanswerable arguments — why? etc.

**FOWLER CYCLE WORKS,  
CHICAGO.**

## EXTRA!!

(Just before going to press we received the following wire. — PUBLISHERS L. A. W. BULLETIN.)

"Say in BULLETIN: —

**New York Fowler Depot**, — 301 Broadway, W. W. Charles, manager.

**Boston Fowler Depot**, — P. E. Seas now in Boston, Thorndike Hotel, looking for suitable location; samples and stock there. Location announced next week's BULLETIN, and in daily papers.

**Minneapolis Fowler Depot**, — No. 50 7th street.

"FOWLER CYCLE WORKS."



# A \$5.00 PRIZE EACH WEEK

Bulletin advertisers as seen by Bulletin readers

...A NOVEL PROPOSITION...

...WE WANT YOUR OPINION...

This is an advertisement.

It is printed in the interest of the L. A. W. BULLETIN.

It works well so far.

You will note that the heading has been changed.

The headline at first read :

**BULLETIN ADVERTISERS as seen by BULLETIN READERS**

With a "A \$5.00 prize each week" in smaller type.

We received the first week 149 letters,

Necessarily from among the best informed and most observing readers.

These letters discussed *freely* the L. A. W. BULLETIN advertisements.

For the writers knew that we would consider them in confidence.

Many suggestions were made.

A synopsis of what was said about each particular ad. has been sent in the form of a letter to each advertiser.

Without the names of the critics.

Most advertisers are very glad to get such information.

The best letter of criticism for March 11th issue was written by C. G. Adams, of Hartford, Conn.

A check for \$5.00 has been sent to Mr. Adams.

We shall send \$5.00 *each week* to the writer of the best criticism covering five ads.

The "polls" close two weeks after date of paper to which letters refer.

A man with a feather in his hat would be very conspicuous, notwithstanding nearly all women wear feathers.

Why?

Simply because of the oddity of it.

The advertiser who can touch the average reader in a spot not already calloused will attract attention.

Having attracted attention the goods must be cleverly described.

After that it is a question of adaptability, quality and price.

Suppose you were to go for the first time to buy some soap, baking powder, sarsaparilla, or whatever, which kind would you ask for? Would n't it be the one most advertised?

Why, certainly.

The opinions of advertisement readers are the opinions that count.

Write a letter and address it as follows :

Ad. Critic. L. A. W. BULLETIN,  
April 1. BOSTON,  
MASS.

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

**What is the object of an advertisement?**

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

**TO OUR READERS:**

1. Which advertisement in this copy of the L. A. W. BULLETIN do you consider the best adapted to influence you in favor of the goods that it talks for? and why?
2. Which advertisement is most likely to make you write to the advertiser for a catalogue or other information? and why?
3. Which advertisement most attracted your attention before you started to read it? and why?
4. Which advertisement do you consider to be the least convincing? and why?
5. In which advertisement do you see the most room for improvement? and how would you improve it?

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

Read the advertisements.

Tell us what you think of them.

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



## WHEN A MAN

wants a bicycle he never wants it very bad. That's reasonable. He wants it good, of course. Now it is common sense that most bicycles are as bad as they look, — and the rest are a great deal worse.

## Ben-Hur Bicycles

are as bad as they look, and no worse. We will leave it to any disinterested person if **Ben-Hur** Bicycles don't look like the swellest wheels in the world. But possibly everyone hasn't seen them — everyone should. Just send for a catalogue.



A SIGN OF QUALITY.

**BEN-HUR BICYCLE CO.**

Indianapolis, Ind.

## RIDERS THROUGHOUT THE LAND !!



We make a liberal proposition to  
**One Good Rider**  
In Each Town.

We know you want the finest bicycle ever made, and this is what we offer you in our **Manson Three Crown Model 33**. This wheel is not an "accident," or a "streak of luck," nor a "freak," but is the result of years of scientific study and practical experiment, and is undoubtedly the perfection of bicycle construction! Every inch of it has been made the subject of careful consideration, and we do not hesitate to say that it stands unequalled! Observe its three crowns, of which we are the originators; its eccentric in-hanger, by the use of which a drop of  $2\frac{1}{2}$  or 3 inches can be quickly effected by simply changing the bolt adjustment under bracket. This device also does away with the rear chain adjustment, — a new and thoroughly practical feature, absolutely preventing the rear hub from imperfect or uncertain adjustment, which so often causes the tires to lean more to one side of the rear hub than to the other.

Correspond with us. It costs you nothing. Address

**MANSON CYCLE CO.**

MAIN OFFICE AND FACTORY,

**153-5 W. Jackson Blv'd, Chicago.**

## I GOT TO GO TO SCHOOL.

NIXON WATERMAN.



I'D LIKE to hunt the Injuns,  
'at roam the boundless plain!  
I'd like to be a pirate an' plough  
the ragin' main!  
An' capture some big island, in  
lordly pomp to rule,  
But I just can't be nothin', 'cause  
I got to go to school.

Most all great men, so I have read,  
has been the ones 'at got  
The least amount o' learnin' by a flick-  
erin' pitch-pine knot.  
An' many a darin' boy like me grows  
up to be a fool  
An' never 'mounts to nothin' 'cause he's got  
to go to school.

I'd like to be a cowboy an' rope the Texas steer!  
I'd like to be a sleuth-houn' er a bloody buccaneer!  
An' leave the foe to welter where their blood had made a pool,  
But how kin I git famous? cause I got to go to school.

I don't see how my parents kin make the big mistake  
O' keepin' down a boy like me 'at's got a name to make.  
It an't no wonder boys is bad an' balky as a mule,  
Life an't worth livin' if you've got to waste yer time in school.

I'd like to be regarded as "The Terror of the Plains!"  
I'd like to hear my victims shriek an' clank their prison chains!  
I'd like to face the enemy with gaze serene an' cool,  
An' wipe 'em off the earth! but, pshaw! I got to go to school.

What good is 'rithmetic an' things exceptin' jest fer girls  
Er them there Fauntleroy's 'at wears their hair in twisted  
curls?

An' if my name is never seen on hist'ry's page, why you'll  
Remember 'at it's all because I got to go to school.

## KEEP YOUR CHAIN ADJUSTED.

The importance of keeping chains carefully adjusted is brought up by No. 123,750, who says that most riders leave too much "slack" in them, and thereby court the danger of having the chain "jump the sprocket" when riding rapidly, especially down a sharp grade. "A famous hill in Brooklyn, leading to the Coney Island Cycle Path, is now called 'Chainless Hill,' as a result of the chain accidents that constantly occur there. In one hour, on an afternoon recently, there were five bad accidents on that hill, and by personal investigation I satisfied myself that the main cause in each case was a chain 'too slack.' Larger sprockets are undoubtedly some advantage, but they bring added responsibility for frequent chain inspection and adjustment."

The new Pennsylvania Road-Book is expected to be ready on April 1.

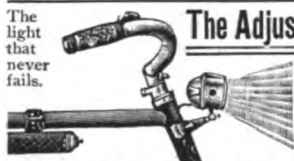
An incentive to road-building could easily be offered by Congress by agreeing to establish free rural delivery in districts where the roads were constructed and maintained at a certain specified quality.

The supervisors of Suffolk county, N. Y., are about to make a trial of using the prisoners in the jail at Riverhead for improving the county roads. The highway commissioner is having the signboards and mile posts repainted.



# COLUMBIA BICYCLES STANDARD OF THE WORLD. UNEQUALED, UNAPPROACHED. POPE M'FG CO. HARTFORD, CONN.

The light that never fails.



## The Adjustable Electric Bicycle Lamp

Ask your dealer to show it to you.  
Price \$5.00, prepaid.

Dry battery. Guaranteed in every way. Agents wanted. Send for illustrated catalogue. Also lamps for gas-works, breweries and carriages.

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

## \$27 BUYS A STRICTLY HIGH-GRADE '98 WHEEL, and so guaranteed.

Standard tires, flush joints, 2 pc. hanger; every up-to-date feature. Sent C. O. D. on receipt of \$1.00, with privilege of examination. Our catalogue tells you an up-to-date Bicycle story. — Send for it; it's free.

Wm. Wrigley, Jr. & Co., 101 Kinzie St., Chicago, or 130 N. 7th St., Phila.

**HAVE YOU A GOOD WHEEL?** If so, get the sweetest, cleanest, coolest, and prettiest Grips made for the middle or end of the handle-bar. Truly hygienic. In ordering give size of bar. Can be mailed. Send for catalogue.

Imitation Ivory Grips, elastic and durable.....	per pair, \$1.25
Klondike Grips, in black, white, green, or brown and gold.....	.75
Bone Fibre Grips, any color. Very beautiful.....	.50
Cork Composition Grips. Made of the best material.....	.50

**THE SPECIALTY SUPPLY CO., 150 FIFTH AVE., NEW YORK,**  
Manuf'rs. of the "Barto" Coupler and New Automatic Bicycle Balance.

### In the Garden.

"Oh dearest," said Adam, 'tis dark;  
Do we go for a stroll in the park  
On this clear dewy eve,  
Do we dear, do we Eve?  
Oh, we won't need a light, for we 'll spark."

"Ha, ha!" laughed his sweetheart so true,  
(The first of the women called "new,")  
"I am pleased with your plan,  
You original man,  
And I don't care, Adam, if we do."

Mills Miller, 624 First avenue, New York city, wishes the names of all L. A. W. members willing to volunteer for the purpose of wiping Spain off the map in case war breaks out. All who send names must be in earnest and ready to answer a call to arms. Names will be forwarded to governors of States in which members reside and the grand total to the Secretary of War. Here's a chance for cyclists who can ride without falling off to "fall in."

A FELLOW that raises a beard gets out of many bad scrapes.



## Lyndhurst TRIPLE FRONT FORK

INCREASED STRENGTH,  
INCREASES POWER.

McKEE & HARRINGTON  
173 and 175 Grand St., near Centre St., N.Y.



## 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.



A Brooklyn member of the League received a post-office order from England, and on attempting to cash it at the general post-office in New York, found his personal card and an official note book containing his name and stamp of the service to which he belongs of no avail as identifiers, but his League ticket did it like a charm.

Two wide tire bills are now before the South Carolina legislature and three bills before that of Massachusetts.

"All flesh is grass," said the bunco man, "and some of it's mighty green."

Proper maintenance of good roads is less expensive than the improper and perfunctory care of bad ones.

A town in which fine highways centre is a veritable lodestone for drawing desirable residents and increased business within its limits.

It's a long lane that's full of mud.

## 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.





### Little Wonder Bicycle Bell

The simplest, the neatest. No rattling. No accumulation of dust. The only rotary and flexible shaft bell. Easy to adjust. Ask your dealer for same. If he has not got the bell, send \$1.00 and we will mail you one ready to use.

**K. & M. BICYCLE BELL CO.,**  
1198 Pearl Street, . . . Cleveland, Ohio.



### THE... Bragger Lamp

IS GUARANTEED  
NOT TO JAR OUT.

For sale by all dealers. Catalogue for the asking.

**HITCHCOCK LAMP CO., Watertown, N. Y.**

### 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.**



### STERLING BELLS

ARE  
THE  
BEST...

All Styles and Sizes.

**N. N. HILL BRASS CO. - East Hampton, Conn.**

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.

### AN AMAZING ORDER.

Some time ago the authorities of a New Jersey hospital forbade the trained nurses connected with the institution to ride bicycles while on duty at the building, or when nursing-outside patients, and de-



CYCLERS' SNAP SHOTS. — PROSPECT PARK, BROOKLYN.  
Photo. by W'm. B. Perkins, Jersey City.

clared that any nurse injured while using a wheel would not be cared for at the hospital. The nurses are said to have rebelled and the order not enforced. A similar rule is enforced at Birmingham, England.

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.**



### The Richards Detachable Sprocket Rim for 1898

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

Manufactured by...  
**The McELWAINE-RICHARDS CO.**  
Indianapolis, Ind.



**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.**

### NEW BRUNSWICK TIRES

Corrugated, Smooth, Rough, and Basket Tread.

Our new '98 catalogue, just out, describing all our different Tires, sent free. Six cabinet size photos. of cycling girls sent for a 2 c. stamp.

**NEW BRUNSWICK RUBBER CO., New Brunswick, N. J.**  
Boston, 207 Congress st.; New York, 90 Reade st.; Chicago, 56 Fifth ave.

### WAY OUT YONDER.

It is possible the L. A. W. BULLETIN and its readers will be glad to hear from an L. A. W. member way out here in the great Mojave Desert, where the new gold fields have brought in a bit of civilization from the outside world of shade and vegetation.

In September, 1894, after the L. A. W. Meet at Denver, a number of friends returned with me to San Francisco around through the southwest. Due south of here 28 miles, we got off the train a moment at the station where civilization leaves the great Santa



"Where I camped in the 'shade' of a grease-wood bush, the only shade to be found in the great Mojave Desert."  
Photo. by Charles Fuller Gates.

Fe route to reach here. A piece of railroad iron laid beside the track, and we tried to hold it in our various



# OLIVE BICYCLES

—\$50—\$75.

Catalogue, giving a complete description of our entire '08 line, now ready for distribution.

OLIVE WHEEL CO., SYRACUSE, N. Y.

CHAS. W. MILLER won the championship on this bar at Madison Square Garden, 1898  
SCHINEER won in 1897

If your dealer does not have the original Schineer Bar send to

Chicago Handle Bar Co.,  
30 Market St., Chicago.

A stylish bar makes a stylish wheel.



C.H.B.CO.

THE SCHINEER BAR. (Trade Mark.)  
17 to 20 in. wide—any size stem.  
Pat. Nov. 9, '97. Octagon tube with grips, \$1.50 net. Round tube, with grips, \$1.25, net.



## The Greatest Thing on Wheels. MOFFAT'S IMPROVED BICYCLE CHIMES.

Loudest, simplest, surest. Two Bells in One; different tone; nothing like it. Send for one; it gives you right of way. Agents wanted everywhere. By mail, \$1.00.

T. B. MOFFAT, . . . PITTSBURGH, PA.

## 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.

hands, but the sun had made it so hot that we all had to drop it.

At the next station we were told that eggs could be boiled by hanging them outside the double roof houses in bottles. Also that, where water was plenty enough, it was heated for bathing by letting a wash-tubful set outside in the sun for a quarter of an hour. Well, this is the country I am in. It is dead of winter, but some days it is awful warm now. When summer comes it will be more so. Still the mines are up in the Rand Hills, and the altitude here is about 4,000, so I shall stand it.

Singularly to say, there are lots of good roads here. Much travel wears the trails smooth, and the desert hills, being mostly of rock, produce good roads like Colorado. Rain, if it ever comes, does them good, while the desert crust on the plains below is smooth and hard until heavy traffic wears it through. There are many wheels here and at Randsburg, and I ride to Los Angeles, 203 miles, in two days, following the railroad tracks.

I send you a picture of my wheel on the trail to Los Angeles, standing beside a lonely grave in the great desert. The poor man was found near there by the stage, and buried beside the road some 15 miles north of Mojave. It was at Mojave that my friends and I had to wait seven hours that awful hot day in 1894. I had gone without my dinner to catch a freight train over the Tehachapi mountains

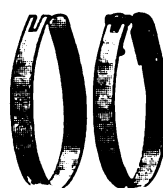
## 20th CENTURY or M. & W. LAMPS,

Veeder 10,000 mile Cyclometers.....	79c.
L. A. W. Luggage Carriers.....	32c.
3-In-1 Compound Bottle.....	12c.
Trouser Guards, per pair.....	2c.
New Departure Double Stroke Bell.....	24c.
We make above offer to introduce our new Cut Rate Catalogue. It's a wonder. Mailed Free.	

1.74

PREPAID  
in U. S.

N. Y. SPORTING GOODS CO., 61 NASSAU ST., NEW YORK.



## 25c. Buys the O-So-Ezy Combination Bicycle Lock and Trouser Guard.

Just the thing for every wheelman or business man who does not want to be bothered with extra padlock and key. Finely nickel plated. Best tempered steel. By mail, postpaid, 25 cents.

DIEBOLD BICYCLE LOCK CO.,  
Canton, Ohio.



## The Security Coaster

Will fit any shape or size of fork crown. Instantly detachable. Will not mar or scratch enamel. Only coaster that can not slip down.

Price, postpaid, 50 cts. each.

DIVINE BROS.,  
Utica, N. Y.



## MUSICAL BICYCLE BELL

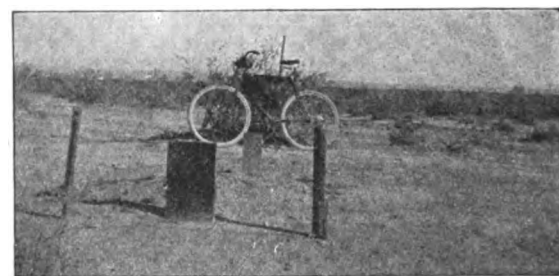
Composed of two bells tuned in harmony, which are struck alternately, producing a sweetness of tone delightful to the ear. Adjustable to strike either single, double, or electric stroke.

By mail, postpaid, \$1.00.

TRINITY CHIMES CO.,

Room "5,"

253 BROADWAY, NEW YORK.



A GRAVE IN THE DESERT NEAR MOJAVE, CAL.  
Photo. by Charles Fuller Gates, Johannesburg, Cal.

county seat of this county, and yet it is 114 miles from here. The adjoining county extends from near my office here to the Colorado river, 275 miles east. O, this is a great country!

CHARLES FULLER GATES, No. 820.

JOHANNESBURG, CAL., Feb. 24, 1898.

When a dentist looks "down in the mouth," it doesn't necessarily indicate despondency even though it may mark the beginning of suffering.



## \$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.



## "DUBLEOOK" BICYCLE HANGER...

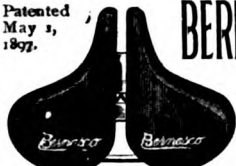
Patented 1898.

Easy for storing and cleaning. Saves tires and enameled. Absolutely new. Cyclists' verdict, perfect. Full nicked and complete. 50c. of all dealers or postpaid.

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



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.**

## CYCLING IN FLORIDA.

Tourists in Florida are having so much fun on their wheels that they have no time to spare for messages to their friends in the North. But perhaps it is just as well, for but a few would believe one half of what might be told of the delightful weather that prevails at this season of the year, or of the many delightful bicycle roads and paths to be found at all the Winter resorts along the Florida east coast. A description of one would serve for nearly all, as they are similar all along the coast. The paths lead through the most charming scenery, by the side of picturesque streams, through orange groves that are now in bloom, by the side of pineapple plantations, and farms the soil of which is producing at this time all kinds of vegetables, and altogether a bicycle ride over smooth shell roads is all that could be desired, particularly with a refreshing southeast breeze blowing odors from the pines and orange blossoms across the pathway.

Cycling has been one of the chief amusements of the visitors from the North and West at the east coast resorts during the entire Winter. The weather has been favorable since last Fall, but it has only been within the past few weeks that the scenery has added so much to the enjoyment of a ride, for the reason that the orange trees, the Cherokee roses and other trees, bushes and plants, not omitting the

## JAM IT DOWN HARD

*The Rubber Spool Spins.*



WON'T HURT THE TIRE

and the ordinary brake is apt to injure the tire. If it's a

## Faultless Roller Brake

your wheel stops instantly, without injuring tire. Rubber spool spins the dirt off. "Rubber against rubber" — "spinning" — is what saves tire. They fit any bicycle.

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

If your dealer has n't them, drop a postal to

## FAULTLESS ROLLER BRAKE CO.

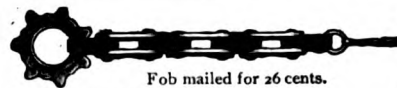
Baltimore, Md., U. S. A.



## 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.**



Fob mailed for 26 cents.

**Indianapolis, Ind., U.S.A.**

Makers of the well-known  
**INDIANA CHAINS.**

Write for prices.

## INDIANA Chain Co.



## THE WOOD MFG. CO., Toledo, Ohio, ARE MAKERS OF Handle Bars

Stationary and Adjustable Steel Bars.  
 Adjustable Wood Bars.



The La Fave,  
 The King,  
 The Flush Joint.

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

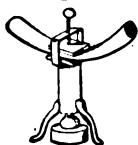
blackberry, have just commenced to shed fragrance in the air from their prolific bloom.

What is known as the tourist season down here is now at its height. This means that all the large hotels, small hotels and boarding-houses of all sizes, are filled with guests. The Hotel Royal Poinciana, at Palm Beach, holds the record among the hotels of the Florida East Coast System, — its "house count" showing a daily report of more than 700 people for the past month. As the Royal Poinciana is not expected to take care of more than 650 people, its present condition is all that could be desired. Those in a position to know say that this season will be a banner one. It started early and promises to run late. The months of April and May are among the most delightful of the year on the east coast. It is during March that the breeze settles in from the southeast, to remain there almost stationary for the entire Summer. This, coming directly across the Gulf Stream, makes it cool and pleasant, with the thermometer between 70 and 80 in the day time, and seldom below 60 at night.

It is not likely that those living in the North would credit the statement that St. Augustine is a Summer as well as a Winter resort, but such, nevertheless, is true. When the thermometer registers 90 in New York, Boston, Baltimore, Chicago and other large cities, the mercury on the east coast of Florida is always at least four degrees below. Residents of



## Repair Your Own Tires!



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

### LITTLE GIANT VULCANIZER.

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

**HILL & LYSTER.**

926 Walnut Street, Philadelphia, Pa.

**\$5 1898 BICYCLE \$5** to any one who will distribute a few of our BIG 8-POUND 1184-PAGE 1899 CATALOGUES. **We Sell Outright** new high-grade BICYCLES at \$12.95, \$19.75 and \$22.50. YOU DON'T PAY FOR BICYCLE until after you get it. Write To-day for SPECIAL \$5.00 OFFER and Handsome Bicycle Catalogue. Address: **SEARS, ROEBUCK & CO. (Inc.) CHICAGO, ILL.**

**WHIRLIGIG FAD** Bicycle Whirligigs in any color desired, 10 cts. Royal Purple Whirligig with L.A.W. emblem in gold, 15 cts. Special rates to clubs. For sale by all dealers or sent by us on receipt of price. Send cash or postal order (not stamps). **AMERICAN BILL FILE CO., Fort Wayne, Ind.**

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

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

**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.

**ROAD MAPS** of New England, New Jersey, and Eastern New York. Send for catalogue. **GEO. H. WALKER & CO., Lithographers, 160 Tremont Street, Boston.**

**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.**

**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.**

the interior of this State, Georgia, Alabama and other southern States, have found this out, and come here to spend their Summers, the same as Northerners come here to spend the Winters.

L. A. W., No. 67,386.

ST. AUGUSTINE, FLA., March 17, 1898.

### WE REST OUR CASE.

The *New York Evening Post*, on Tuesday, criticises the L. A. W. BULLETIN in the most severe and general terms, and on Wednesday uses an original article from the L. A. W. BULLETIN without credit. But then, come to think of it, the *Post* didn't say that the L. A. W. BULLETIN was dishonest.

**1898 HIGH GRADE BICYCLES** For Men, Women, Girls and Boys. Complete line. All brand new models. \$75 "Oakwood" for ..... \$32.50 \$60 "Arlington" for ..... \$24.50 Others at \$15.00, \$17.00 and \$20.00 Juveniles.....\$7.00 to \$12.50 No Money in Advance. Write today for Special Offer. Shipped anywhere C.O.D. with privilege to examine. Buy direct from manufacturers; save agents' and dealers' profits. Large Illustrated Catalogue Free. **CASH BUYERS' UNION, 162 W. Van Buren St., B-350, Chicago, Ill.**

**GOT A NEW WHEEL? THEN KEEP IT NEW-BY USING NICKEL LACQUER.** ONE BOTTLE LASTS A WHOLE SEASON. SEND POSTAL FOR COIN-HOLDER & CIRCULAR. OR SEND 25¢ FOR BOTTLE & BRUSH BY MAIL. **THE COLOPHITE CO., 106 PARK ST., NEW HAVEN, CONN.**

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



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

**Pool Table and complete outfit.** At entirely new. Price low. Address "POOLE" care *Bulletin Office*.

A particularly desirable and able bicycle salesman is open to consider an offer of any responsible position in that line. Address "SALESMAN," this office.

### WHAT WILL YOU DO?

When a wheel, as well intrenched in public favor as the Fowler, is offered direct to the rider for \$43.50 — claimed to be the equal of any wheel made, at any price,

— of the very best material, workmanship and finish that can be put into a wheel,

— with a choice of any tire and any saddle on the market, Baldwin chain, etc.,

— with every up-to-date feature, made possible by the adoption of bright ideas and expert service in every direction, —

— when you know that the wheel is guaranteed for current year, and "as represented or money back,"

— when all these things are put before you just as you are about to buy a wheel,

— **What will you do?**

Will you accept a suggestion right here?

Send for a Fowler catalog, see the Fowler wheel, then order, expecting the "most bicycle" for the least money. This you are guaranteed by

**Fowler Cycle Works, 130 to 136 West Washington St., Chicago.**





### A SHORT ROAD SERMON.

It is constantly being remarked in conversation and printed in interviews and editorials in the papers that better roads are very necessary, but that they are too expensive — the community is too poor to do anything, and there the matter ends.

This need not be so. There is hardly a town or county in this country in which the money now annually expended is not sufficient to procure much better road surfaces than now exist, while a very slight increase in expenditure would make great improvements possible.

First. Road taxes must be paid in money, and not in labor. Good results have never been obtained by working out road taxes, and it is not in the nature of things that they should be. Whatever is to be spent on the roads must be available for use in the employment of experienced help under intelligent supervision.

Second. Proper grading must be secured, hills reduced and fillings made until no steep hill exists that the farmer must "load for" every time he hauls over the road.

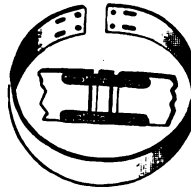
Third. The bed must be thoroughly drained, or a good surface will be impossible, and the surface must enable the water to flow off readily. Nothing ruins a road so quickly as water standing on it or soaking into it.

Fourth. The road-bed must be crowned enough to shed water, and must be kept in condition by a system of regular repairs and continuous oversight.

Fifth. After a good surface is secured by the above methods, it must be preserved, and maintained by permitting only the use of wide tires on heavily-laden vehicles, thereby continually rolling and improving it.

### LESSONS FROM EXPERIENCE.

In a recent article Prof. W. R. Hoag makes a comparison of the needs of railways and highways recently referred to in the *L. A. W. BULLETIN*. The points which they have in common are discussed, and the fact is brought out that "each has, or should have, a roadway which will contribute most to the safety and economy of its business." He sums up the matter in six points, showing what system the railways employ, as follows:



**THOSE INTERESTED** in Good Roads can best assist by calling the attention of the City and town officers to the **Detachable Wide Tires**, stating that there is no excuse for cutting up the roads when **Wide Steel Tires**,  $4\frac{1}{2} \times \frac{1}{4}$ , can be procured for \$8.00 per set. Send for circulars, distribute them, and set the people to thinking. Address

**E. E. WHIPPLE,**  
Utica, N. Y.

### ROYAL PURPLE L. A. W. RIBBON BADGES

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

WE **WANT** AGENTS FOR **L. A. W.** CARDS.  
League Emblem Beautifully Embossed in Purple and Gold. Retail price, 50 cards 45 cts; 100 cards, 70 cts. We are the **ONLY** House that furnishes these Cards EMBOSSED in PURPLE and GOLD. Send STAMP for samples, agents' prices, etc. **CARSON & RALSTON, 216 Walnut St., Phila.**

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

**ONE** EXPERIENCED SALESMAN wanted in each county to introduce line of **MACHINERY AND HARDWARE SPECIALTIES** to merchants, manufacturers, and contractors, on liberal commission.  
**W. C. FILLMORE, General Sales Agent, 108 Fulton St., New York.**

**"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.**

First. A railway has continued repair, — small, but when needed.

Second. From the first the section foreman studies the question of drainage, — how he can get the water most quickly away from the road-bed, and then keep it away.

Third. A railroad company employs a man to do this work who has become skilled at such work, — one who knows just what remedy is needed for each defect as it appears.

Fourth. The railroad company retains in its employ the same man, and keeps him as far as possible at work on the same piece of road. This is done that the company may study the efficiency of his services as compared with others in their employ.

Fifth. The railroad company so distributes the loads on the wheels that, considering their bearing surface, there shall be no undue destruction to the road surface.

Sixth. The railroad owns its tools and machinery, specially adapted to the work it has to do.

These methods are dictated by experience, and serve to secure the maximum efficiency of service with minimum outlay. Similar — almost identical — needs exist in the care of highways, and counties and towns should profit by the example of the railways and "do likewise."

Hereafter, every town in Maine will elect a road commissioner, who will have charge of all the highways and bridges, and the highway tax will be paid in cash.



# League of American Wheelmen

... Official Department ...

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**The Renewal Season  
is now open.**

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"Bulletin" will be stopped at date of  
expiration.

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Renewal  
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Number..... Date of Expiration.....  
Name.....  
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ABBOT BASSETT, Secretary L. A. W.,  
DEAR SIR:—Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation  
fee in the L. A. W., seventy-five cents for one year's dues, and the remaining twenty-five cents I hereby  
authorize and direct you to pay to the publisher of the L. A. W. BULLETIN AND GOOD ROADS, and re-  
quest that he enter my name as a subscriber under the provisions of Articles III and VII of the  
L. A. W. constitution.  
I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution,  
and refer to two League members (or three other reputable citizens) named below.

Name..... State.....  
Street or Box.....  
City or Town.....  
Cycle Club..... Write references on margin below.

Write Plainly on Blanks.

Printing Preferred.

Remit by P. O. Money Order.



## TO A GREAT MANY CORRESPONDENTS.

Change of number is accounted for by the fact that we have re-numbered the members. The list is all numbered. Early renewal or favor will not change the numeration.

## RENEWAL LIST NO. 12.

Including renewals from March 21-26 inclusive.

Alabama	New Jersey	37
Arizona	1 New Mexico	
Arkansas	1 New York	805
Colorado	11 North California	6
Connecticut	45 North Carolina	1
Delaware	1 North Dakota	
District Columbia	20 Ohio	88
Florida	2 Oklahoma	1
Georgia	Oregon	5
Idaho	1 Pennsylvania	694
Illinois	63 Rhode Island	13
Indiana	27 South California	12
Iowa	10 South Carolina	2
Kansas	11 South Dakota	2
Kentucky	4 Tennessee	4
Louisiana	6 Texas	6
Maine	2 Utah	2
Maryland	7 Vermont	7
Massachusetts	27 Virginia	6
Michigan	16 Washington	4
Minnesota	9 West Virginia	1
Mississippi	2 Wisconsin	16
Missouri	26 Wyoming	
Montana	2 Canada	
Nebraska	7 Foreign	
Nevada	1 Mexico	
New Hampshire	18 Indian Territory	2,288

## MEMBERSHIP, MARCH 31.

The following table shows the membership of the L. A. W., March 31, 1898, after the expirations of that date have been taken off:

Alabama	58	New Hampshire	46
Arizona	10	New Jersey	5,925
Arkansas	40	New Mexico	8
Colorado	426	New York	24,271
Connecticut	1,539	North California	232
Delaware	1,937	North Carolina	43
District Columbia	884	North Dakota	43
Florida	129	Ohio	2,535
Georgia	242	Oklahoma	42
Illinois	3,285	Oregon	258
Indiana	1,937	Pennsylvania	22,242
Iowa	647	Rhode Island	1,406
Kansas	375	South California	320
Kentucky	814	South Carolina	127
Louisiana	120	South Dakota	36
Maine	411	Tennessee	263
Maryland	1,627	Texas	263
Massachusetts	9,938	Utah	42
Michigan	1,817	Vermont	126
Minnesota	472	Virginia	155
Mississippi	28	Washington	283
Missouri	1,198	West Virginia	150
Montana	114	Wisconsin	2,362
Nebraska	347	Wyoming	61
Nevada	8	Foreign	14

88,879

## 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 lamelle-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.

If you want a waterproof ticket holder, made of

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

**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.

## OHIO DIVISION.

LOCAL CONSUL LIST NO. 9. — TOLEDO.

For the Ladies—Miss H. McClair, 519 Locust st. Anna Willard, 2062 Broadway. Mrs. W. T. Nettleton, 555 Missouri st.

1st Ward—John E. Heath, 1831 Erie st.  
2d Ward—John S. Osgood, 1802 Locust st.  
3d Ward—E. H. Frederick, 1312 Michigan st.  
4th Ward—R. E. Kickenbaugh, 933 Superior st.  
5th Ward—T. J. Torrence, 132 Main st.  
6th Ward—Benj. C. Hoffner, 511 St. Louis st.  
7th Ward—A. C. Hannaford, 320 E. Bancroft st.  
8th Ward—Otto Bender, 136 Hamilton st.  
9th Ward—Sol. H. Calisch, 517 Adams st.  
10th Ward—M. L. Hoag, 2152 Lawrence st.  
11th Ward—Geo. Roth, 1117 Monroe st.  
12th Ward—G. J. Saul, 811 City Park ave.  
13th Ward—J. J. Crowe, 852 Broadway.  
14th Ward—R. C. Westmeier, 507 Crittenden ave.  
15th Ward—Clarence Willard, 2062 Broadway.  
Trades Unions—Wm. Cowell, 3154 Cambridge ave.  
Special—C. L. Johnson, 410 Oak st.  
Special—Milton G. Gill, 1115 Wisconsin st.  
Special—E. D. Lock, 1638 Broadway.  
W. C. MUNRO, Sec.-Treas.

CINCINNATI, March 23, 1898.

## ILLINOIS DIVISION.

LOCAL CONSUL LIST NO. 3.

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

## OHIO DIVISION.

**Our Good Roads Measure** has passed the Ohio Senate by a vote of 19 to 8. Don't fail to urge the representative from your district to vote for this measure if he wants you and your friends to vote for him. Tell him it is Senate Bill No. 95, introduced by Senator Dodge. By the way, can't you give the membership of Ohio a boost? You don't know how many recruits you can get if you will try real hard.

WILLIAM D. KEMPTON, Chief Consul.  
March 25, 1898.

## MARYLAND DIVISION.

Look out for the prize list which will appear in the BULLETIN of April 8th. All will be interested and all new members obtained from and after April 1st, 1898, to Oct. 31st, 1898, will be counted in the competition. Now is the time to begin recruiting.

## RENEWALS.

I must urge all local consuls to send to the secretary-treasurer for the list of members in their location and see that all the renewals come in promptly. This is most important.

CONWAY W. SAMS, Chief Consul.

## WISCONSIN DIVISION.

LIST OF LOCAL CONSULS NO. 4.

Appleton, Dudley Ryan; sub-consuls, W. L. Lyons, Fred Dickerson, E. W. Morrison, Alfred Galpin, John Hettinger, F. W. Harman. Brodhead, F. A. Taylor, Brandon, G. B. Weinstock. Fall River, F. A. Schultz. Fond du Lac, A. R. Keating. Grand Rapids, Fred S. Wheeler. Hudson, E. A. Harding. Milton Junction, I. P. Hinkle. Milton, T. I. Place. Neenah, S. D. Baird. Onalaska, Dr. Frank Weston. Oshkosh, H. N. Bacon. Oconomowoc, J. F. Dittich. Prairie du Chien, S. C. Beach. Sun Prairie, F. C. Gibbons. West Superior, R. J. Agen. Waupaca, W. R. Claussen. West Green Bay, Chas. S. Kerr. Whitewater, F. B. Goodhue. Washburn, H. C. Prudhomme.

S. J. RYAN, Sec.-Treas.

## NEW YORK STATE DIVISION.

SPECIAL MEETING, BOARD OF OFFICERS.

Official Minutes.

A special meeting of the Board of Officers of the New York State Division, L. A. W., was held at the Grand Union Hotel, New York city, Saturday evening, March 19th, 1898.—Chief Consul Walter S. Jenkins presiding. The following members responded to roll call: Chief Consul W. S. Jenkins, Vice-Consul Milo M. Belding, Jr., Auditor Dr. George E. Blackham, Secretary-Treasurer W. S. Bull.

District Representatives: J. F. Clark, E. A. Crow, Dr. W. K. Doty, T. T. Eckert, Jr., F. M. Frohisher, Matthew Gibb, E. F. Hill, Dr. F. A. Myrick, Geo. C. Pennell, Isaac B. Potter, P. S. Tilden, M. T. Wilbur, John Barnett, R. W. Dye, H. B. Fullerton, Michael Furst, Frank LaManna, Walter M. Meserole, Geo. T. Stebbins, Edward H. Walker, William H. Baker.

Club Representatives: Dudley C. Hasbrouck, Paul P. J. Donovan, Otto F. Reese, Edward Gerbereaux, Warde Bingley, J. H. Goodwin.

Chairman: George E. Miner.

The following members were represented by proxies: P. F. Bruner, Arthur A. Housman, Max Pappart, F. L. Rodewald, C. E. Simms, Jr., Geo. B. Yard, Franklin P. Mapes, R. L. Stillson, Malcolm McConihe, Richard H. Kobe, W. E. Underhill, Edward Leonard, Wm. Pierson Judson, Chas. Higham, W. W. Armstrong, W. L. Beck, Chas. M. Brown.

Club Representatives: Robert B. Morrison, Edward F. McCormick, William M. Honig, H. O. Folger.

Chairman: A. D. Wait.

Members present, 32; proxies, 23. Total representation, 56.

Mr. Gerbereaux moved the adoption of the following resolution:

"Resolved, That the Executive Committee be authorized and empowered to establish a Junior Membership, to consist of persons between the ages of 12 and 18 years, who are eligible under Article III., of the Constitution, in accordance with the provisions of said Article III., pursuant to the power vested in this Board of Officers by the same.

Mr. Potter moved that the formation of Local Consulates in the New York State Division be left to the Chief Consul and Secretary-Treasurer with power. These officers to co-operate with the National Committee on Local Consulates.

On motion of Mr. Hill, the following resolution was, by a standing vote, unanimously adopted:

"Resolved, that it is the sense of this meeting that the National Meeting of 1899 be held in the city of Buffalo.

Adjourned. W. S. BULL, Sec.-Treas.

## PENNSYLVANIA DIVISION.

NEW ROAD BOOKS.

The 1898 road books are now being mailed to members of the Pennsylvania Division. Some idea of the scope of these books, as compared with those of previous years, and of the splendid work done by our Road Book Committee, particularly by Messrs. Hering and Randall, may be gained from the simple statement that they cover about three times the amount of road territory covered by any books heretofore used.

Instead of being in four sections, as was the case last year, there are but two sections, each covering half of the State, together with much adjoining territory and numerous popular tours elsewhere. The tabulated system heretofore used has been almost entirely done away with, the State being covered by maps which adjoin each other, and upon which are indicated the distances between points, condition, grade, material of each road, toll gates, side-paths, etc. The books are immeasurably superior to any of those used in Pennsylvania in previous years, and are, we believe, equal to any road books in existence anywhere. They will make a splendid recruiting argument, and each member should endeavor to secure at least one new member through their influence.

READ THIS CAREFULLY.

Each member, whose membership expires between **July 1, 1898, and April 1, 1899**, will receive a copy of the book covering the section of the State in which he lives, within the next week. Each member, whose membership expires between **April 1 and July 1, 1898**, will receive a copy as soon as he renews. Many of the latter class have already renewed; all others should do so now and receive their books at once.

COPIES SOLD.

The fact that these books are prepared entirely by our Road Book Committee with the loyal help of members throughout the State, has made it possible to obtain them at only a little more than the cost of plates, printing and binding. Each member desiring the section other than the one he receives without cost, has the privilege of purchasing **one copy** at 25 cents. Either section may be purchased by members in other States for 35 cents. They will not be sold to outsiders at any price.

P. S. COLLINS, Sec.-Treas.

## WISCONSIN DIVISION.

SAMPLE ROAD WANTED.

The United States Government, through the office of Road Inquiry of the Department of Agriculture, is



building short stretches of good, permanent roads as samples in many of the eastern States. The State of Wisconsin is in need of them as much as any, and the members are urged to write to their representative at Washington asking that an appropriation be made by this department for the building of some of these roads in their locality. This will create sentiment, and that is what we must first get. This is an important matter and needs every member's attention now. Write, if it is only three lines. M. C. ROTIER, Chief Consul.

#### NEW WISCONSIN RACING BOARD CHAIRMAN.

Mr. J. R. Jones, Jr., of Racine, having resigned as chairman of the State Racing Board, I desire to announce the appointment of Mr. Fred. I. Schaller, of Sparta, as his successor. Mr. Schaller will be ready to arrange for a State circuit within a few weeks. M. C. ROTIER, Chief Consul.

#### RACING DISTRICTS.

The State of Wisconsin has been divided into nine racing districts, each district being represented by one member on the Racing Board, as follows:

District No. 1. Jas. Hynes, Kenosha, will have charge of Racine, Kenosha and Walworth counties.

District No. 2. Fred G. Craner, Milwaukee, will have charge of Milwaukee, Waukesha, Jefferson, Dodge, Washington and Ozaukee counties.

District No. 3. C. A. White, Fond du Lac, will have charge of Sheboygan, Fond du Lac, Green Lake, Winnebago, Calumet and Manitowoc counties.

District No. 4. E. Alden Arthur, Green Bay, will have charge of Door, Kewaunee, Brown, Outagamie, Shawano, Oconto, Marinette, Florence, Forest and Langlade counties.

District No. 5. L. A. Hodges, Monroe, will have charge of Rock, Green, Dane, Columbia, Sauk, Iowa, Lafayette and Grant counties.

District No. 6. (Not yet selected), Stevens Point, will have charge of Lincoln, Marathon, Adams, Waushara, Wood, Portage, Waupaca, Juneau and Marquette counties.

District No. 7. F. L. Schaller, chairman, Sparta, will have charge of Crawford, Richland, Vernon, La Crosse, Monroe, Jackson, Trempealeau and Buffalo counties.

District No. 8. John J. McIntyre, Eau Claire, will have charge of Eau Claire, Taylor, Chippewa, Clark, Pepin, Dunn, Barron, Polk, St. Croix and Pierce counties.

District No. 9. R. J. Agen, West Superior, will have charge of Douglas, Burnett, Washburn, Bayfield, Sawyer, Ashland, Iron, Price, Vilas and Oneida counties. M. C. ROTIER, Chief Consul.

#### WISCONSIN DIVISION IN CHURCH WORK.

The position which the League of American Wheelmen is maintaining in preventing Sunday bicycle racing, warrants it the support of our Wisconsin clergy, not alone through membership, but by voice from the pulpit. Encouragement ought to be given the officers who are striving to keep a set of laws wherein a high standard of moral principle is upheld. Since they can not and do not care to draw to its membership that element that favors Sunday racing, it must necessarily seek the enlistment of the people who are in sympathy with the principle. The influence of the church is desired to add tone and dignity to the organization. Your efforts, therefore, as a member, should be directed to have the clergymen of your town say something for the League. M. C. ROTIER, Chief Consul.

#### MONTANA DIVISION.

The following is a list of appointments made for Montana Division to date:

Charles F. Pearis, Consul for Helena.

Good Roads Committee for Division.—M. R. Brock, chairman, F. H. Ray and W. R. Church, all of Helena.

League Shoe House for Helena.—Fred Gerner.

League Tailors for Helena and Butte.—Gaus and Klein.

League Dry Goods House for Helena.—Sands Bros.

League Repairmen for Helena.—Urrah Bros.

Other appointments will be forwarded as soon as made. JAS. A. SHOEMAKER.

HELENA, MONT., March 19, 1898.

#### KANSAS DIVISION.

##### THE NATIONAL HONOR MEDAL.

The officers of the National body of the L. A. W. have prepared a special Honor Medal, which the Kansas State Division will use among its members. The National Medal is gold-plated and of very beautiful design and attractive appearance. It is handsomely finished in richly-colored green, red and white enamels, and is extremely rich in appearance and design. It will be given to every member of the Kansas State Division who obtains five new members, and sends their applications for membership (all at one time or separately, as may be convenient), to the Secretary-Treasurer, W. C. F. Reichenbach, before July 1, 1898.

In addition to the National Honor Medal, the Kansas State Division will award to the five (5) members

securing the greatest number of applications for membership before July 1, 1898, five (5) gold L. A. W. medals. Credit will be given to the member first signing application blank as recommender.

**Special Recruiting Offer.**—Any member of the Kansas Division, L. A. W., who secures applications to the League (Kansas Division) may retain from the initiation fee 25 c. as a commission, sending \$1.75 to W. C. F. Reichenbach, Secretary-Treasurer, Topeka, Kas., together with the application blank signed by applicant and recommended by two members. Members are requested to in no case allow the commission to the applicant. Collect the full \$2.00, and get your commission; you are entitled to it—take it.

**Kansas Road Book** is now ready for delivery to present and new members of Kansas State Division, free. A "present" member is one whose card is unexpired and who is receiving the L. A. W. BULLETIN. The sixty-day limit for renewal does not count as a factor in the distribution. To members of other Divisions the price is \$1.00. Persons not members of the L. A. W., \$1.50. Address all communications relating to above to W. C. F. Reichenbach, Secretary-Treasurer, P. O. Box 205, Topeka, Kas. March 19, 1898.

#### RACING BOARD BULLETIN.

BALTIMORE, MD., March 26, 1898.

Paul I. Aldrich, 46 Stanhope st., Boston, Mass., has been selected handicapper for the New England States (except Maine).

Everett G. Scully, Portland, Me. (vice W. E. Tobie, resigned), and Glenn D. Stuart, Kalamazoo, Mich., have been selected as handicappers for their respective States.

The Inter-Scholastic Ath. Ass'n, Champaign, Ill., is restored to the sanction privilege.

The contract of the National Cycledrome Co., with F. W. Chinn, London, Eng., is approved.

The suspension of F. A. Beall, Augusta, Ga., will expire Aug. 1, 1898.

#### Professional Records Accepted.

Two to 28 miles; and one hour, triplet records, made by Karl Kaser, Charles W. Miller and Arthur Gardiner, at Belleair, Fla., March 16, 1898.

Two miles, 4.17; 3, 6.24; 4, 8.29; 5, 10.34; 6, 12.42; 7, 14.48; 8, 16.58; 9, 19.01; 10, 21.07; 11, 23.15; 12, 25.23; 13, 27.31; 14, 29.39; 15, 31.50; 16, 33.58; 17, 35.68; 18, 38.17; 19, 40.27; 20, 42.36; 21, 44.45; 22, 46.55; 23, 49.04; 24, 51.14; 25, 53.26; 26, 55.36; 27, 57.49; 28, 59.54; 1 hour, 28 miles, 75 yards.

#### Transferred to Professional Class.

Cass O. Clark, Cleveland, O., clauses (c and d). Edgar R. Hinkley, Sebago, Me., clause (a).

#### Suspended.

J. F. Harth, Columbia, S. C., is suspended from all road and track racing to May 1, 1898, for false entry.

#### Sanctions Granted.

Woodside Park, Philadelphia, Pa., May 28.30; June 1, 8, 15, 29; July 4, 6, 7, 8, 13, 14, 15, 20, 21, 22, 23, 27, 28, 29, 30; August 3, 4, 5, 6, 10, 11, 12, 13, 17, 18, 19, 20, 24, 25, 26, 27; September 3, 7, 10, 14, 17, 21, 24; October 1, 8, 15, 22, 29, subject to be run by any bicycle club.

#### National Circuit Dates Accepted.

Louisville, Ky. (Auditorium), May 6 and 7. Hills Grove, R. I. (Collingswood Bicycle Track), June 18.

Philadelphia, Pa. (Woodside Park), Sept. 28 and 29. Castle Wheelmen, Philadelphia, Pa., July 16.

West End Wheelmen, Wilkes-Barre, Pa., Sept. 3.

Atlanta Wheelmen, Newark, N. J., July 23.

#### Registered.

No. 5—Tom Cooper, Detroit, Mich.  
No. 6—Frank H. Ayers, New Castle, Pa.

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

#### STOLEN WHEELS.

ELDRIDGE, No. 36,847. Chas. B. Reynolds, 1285 Washington ave., N. Y. City.

KEATING, No. 14,040. L. T. Edwards, Haverford College, Haverford, Pa.

AMERICA, No. 15,206. J. T. Cleckley, 619 Reynolds st., Augusta, Ga.

CHILD'S WHEEL, No. 8 Crescent, No. 158,253. Geo. D. Gideon, Swarthmore, Pa.

OUTING, No. 8,503. J. A. Allison, 121 W. Georgia st., Indianapolis, Ind.

#### LOANING A LEAGUE TICKET.

Loaning a League ticket is a good cause for expulsion. We are very well aware that tickets are loaned when favors are given out. This notice is issued at the request of several division officers who assure us that during the coming season they will make every endeavor to detect and prosecute offenders of this kind.

#### 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, April 1, '98.

Total, 664—91,831.

Over 125,000, COLORADO, 2 439.

Unattached.

496 Du Bois, Harry K., box 9  
7 Helfrich, Peter J., 2033 Curtis  
Como Denver

Over 125,000, CONNECTICUT, 17—1601.

M. W. C.

498 Stow, James P., 179 College  
R. of N. E. W. C.  
Middleton

9 Mitchell, Harry, Laurel Hill  
500 Stevens, W. K., 197 Main  
Norwich

T. W. C.

1 Patterson, S. B., 101 Main  
2 Bellamy, F. C., 133 Main  
Torrington

3 Rehse, Frank A., 97 Main  
Unattached.

4 Quiggle, E. C., box 858  
5 Heaton, John E., Drawer D  
Hartford

6 Bassett, E. G.  
7 Benway, Arthur J., box 24  
Plainville

8 Freyer, Henry, box 251  
9 Hopkins, F. N.  
Torrington

510 Forbes, Edwin H., Migeon av  
1 Seaton, John H., 43 Prescott  
Torrington

2 Brooks, John W., Brooks Bros.  
3 Cowles, Willard A., box 126  
Torrington

4 Gelschlager, Adam E., 16 Water  
Unattached.

Over 125,000, DISTRICT OF COLUMBIA, 2—907.

Unattached.

515 Merrill, G. W., 609 N. Y. av  
6 \*Weichell, Miss Amelia, 1308 "W"  
Washington

Over 125,000, GEORGIA, 1—243.

Unattached.

517 Kahn, Sam, 15 Peachtree  
Atlanta

Over 125,000, ILLINOIS, 15—3362.

O. C. C.

518 \*Thomas, Mrs. Lydia, 1187 Wilcox av  
Chicago

Irving Park C. C.

9 Driesbach, Chas. E., 2591 N. 42nd ct  
Irving Park

C. C. C. C.

520 Meyers, Percy, 214 N. 6th  
1 Tascher, H. V., 238 92d  
Springfield  
So. Chicago

Unattached.

2 Stout, H. Oliver  
3 Cooper, Ernest E., 6545 Woodlawn av  
Ashland  
Chicago

4 Cooper, Arthur E., 6545 Woodlawn av  
5 Cass, Philip, 196 La Salle  
Chicago

6 Cleveland John D., 532 Touhy av  
7 Goodsmith, Elliott S., 948 Ward  
Chicago

8 Whitty, R. O., 1519 Wabash av  
9 Wheelock, R. A., 316 St. Charles  
Elgin

530 Carson, Harry B., Nat'l Stock Yards  
1 Ott, Lester E., 421 W. Cherry  
Petersburg

2 Foley, F. J., Pullman Car Co.  
Pullman

Over 125,000, INDIANA, 27—1991.

L. A. W.

533 Eckman, Will C., 218 E. Pratt Indianapolis  
4 Griffith, S. C., 1417 Central av  
5 Moon, C. H., 906 N. Ala.  
Indianapolis

R. C. C. C.

6 Barrett, Addison, Jeff. Cycle Co.  
Jeffersonville

W. C. C.

7 Borgstrom, F. T., 508 S. 9th Terre Haute  
8 Whitney, Ceshlas,  
Unattached.

9 Trinlar, C. M., 619 S. Harrison st  
Alexandria

540 Trinlar, J. A.  
1 Trinlar, W. A.  
2 Hunsdale, A. D., 2010 E. 10th  
Indianapolis



3 Buase, Henry C., 1110 Union " "  
 4 Boulton, L. D., 1418 Broadway " "  
 5 Burford, E. H., 19 W. Wash. " "  
 6 Ballard, W. M., 1144 Ash st " "  
 7 Leck, Dave B., 1891 Cap. av No " "  
 8 McManis, Fred, 645 E. Pratt " "  
 9 Norton, Chas., 378 Miss. av " "  
 50 Taisey, Fred R., 35 Virginia av " "  
 1 Walkerhouse, N. G., 915 Park av " "  
 2 White, Paul H., The Chalfont " "  
 3 Zigrosser, Hugo A., 809 No. Ala. " "  
 4 Ransdell, E. C., Lawrenceburg " "  
 5 McNaughton, John, Walnut & Charles Muncie " "  
 6 \*Hamaker, Miss Minnie M., 38 S. 13 $\frac{1}{2}$  Terre Haute " "  
 7 Nurnberger, O. F., 42 No. 13th " "  
 8 Smith, L. D., 713 Poplar " "  
 9 \*Smith, Mrs. L. D., 713 Poplar " "

**Over 125,000, IOWA, 11-668.**

Dav. C. C. " "  
 560 Bawden, Ben. W., 1315 Fourth av Davenport " "  
 Unattached. " "  
 1 Kemann, Louis E. Bennett " "  
 2 Hanson, Ernest W., 209 Marietta Burlington " "  
 3 Swan, G. L. " "  
 4 Harding, W. J., Record Printing Co. Cedar Rapids " "  
 5 Hollabaugh, Clark M. " "  
 6 Dockstader, S. A., C. C. Prouty & Co. Des Moines " "  
 7 Petersen, John H. Dixon " "  
 8 Kuehl, Hans New Liberty " "  
 9 Ploem, Chas. T. " "  
 570 Riessen, Claus " "

**Over 125,000, KANSAS, 3-389.**

Unattached. " "  
 571 Rothschild, J. R. Aaron, 308 S. 11th Salina " "  
 2 Stewart, E. W., Willmont House " "  
 3 Cady, J. S., 431 Taylor Topeka " "

**Over 125,000, MARYLAND, 7-1649.**

Unattached. " "  
 574 Forman, Wm. H. 213 E. North av Baltimore " "  
 5 Brinker, J. M., 16 E. Lombard " "  
 6 Hauline, Simon M., 723 Lenox " "  
 1 Hargis, C. Leonard, 531 N. Gilmore " "  
 2 Jenkins, C. T., 107 Hopkins pl " "  
 3 Rosensteel, Edwin H., 1119 Valley " "  
 580 Ellis, Dr. C. M. Elkton " "

**Over 125,000, MASSACHUSETTS, 144-10,353.**

Press C. C. " "  
 581 Dumond, J. B., 125 Milk Boston " "  
 2 McLaughlin, Hugh W. J., City Hall " "  
 3 Steele, Geo. K., 110 Winthrop Roxbury " "  
 Met. W. " "  
 4 Burns, L. R., B. & A. R. Depot Boston " "  
 5 Lucal, Thos. W., 40 Dwight " "  
 Shoe City W. " "  
 6 Fullerton, Edw. W., 24 Oakland av Brockton " "  
 7 Hamilton, Arthur, Old Colony sq " "  
 8 Lord, Harry J., Hotel Hamilton " "  
 9 Merrill, Nathan R., 16 Rossetter " "  
 Charlestown C. C. " "  
 590 Allard, R. W. E., 2 Trenton Charlestown " "  
 Chelsea C. C. " "  
 1 Dembinski, Leo A., 86 Marlboro Chelsea " "  
 2 Legg, Willis H., 49 Nichols " "  
 3 Powers, Geo. W., 209 Broadway " "  
 4 Foster, Harry R., 125 Chestnut " "  
 Y. M. P. T. C. C. " "  
 5 Kippax, John W., 121 Plain Fall River " "  
 S. C. W. " "  
 6 Douglass, G. L., Prescott Corp. Office Lowell " "  
 Good Roads C. C. " "  
 7 Kauback, Fred R., 227 Pleasant Malden " "  
 8 Hopkins, J. Norman, 43 Pleasant " "  
 9 Lynch, J. Walter, 19 Upham " "  
 M. C. C. " "  
 600 Sargent, Ernest R., box 348 Manchester " "  
 N. C. C. C. " "  
 1 Allison, Jos. A., 19 Maple pk Newton Centre " "  
 B. Co. W. " "  
 2 Russell, Frank Pittsfield " "  
 B. C. W. " "  
 3 Whittiers, Jas. P., 19 Main Taunton " "  
 Cyclone C. C. " "  
 4 Peirce, H. W., Quincy Waltham " "  
 Unattached. " "  
 5 Prentice, E. A., 22 Seattle Allston " "  
 6 Sampson, J., 1888 Dor. av Ashmont " "  
 7 Vinig, A. L. Ayer " "  
 8 Waterhouse, Thos., box 152 Bonds-ville " "  
 9 Hames, Dr. G. F., 249 Newbury Boston " "  
 610 Hembrook, J. H., 183 W. Brookline " "  
 1 Mitchell, Nathan W., 621 Columbus av " "  
 2 Newton, J. W., 92 Franklin " "  
 3 Thayer, E. J., 152 Cogness " "

4 Mays, Edward, 50 Norway " "  
 5 \*Slater Miss Mary E., 31 Mt. Vernon " "  
 6 Fales, O. P., 20 Torrey " "  
 7 Field, Phinehas P., 90 W. Springfield " "  
 8 Burton Alfred E., Ins. of Tech. " "  
 9 Dondoro, Chas. A., 2 Hull " "  
 620 Manning, Warren H., 1148 Tremont bldg " "  
 1 Otis, Dr. E. O., 308 Commonwealth av " "  
 2 Mountain, Wm. S., 70 Pearl " "  
 3 Barber, Frank, 3088 Wash. " "  
 4 Eberhard, Christian, B. A. A., Exeter " "  
 5 Mohan, Jos. E., box 240 Braintree " "  
 6 Burke, Francis, 86 Foster Brighton " "  
 7 Bigney, Ira, 176 Water Brockton " "  
 8 Hewey, G. Emory, box 352 " "  
 9 \*Elliott, Maggie W., 72 Park Brookline " "  
 630 Thayer, Frank B., 27 Waverly " "  
 1 Boothby, Walter M., 1061 Beacon " "  
 2 Quinsler, Geo. J., 626 Wash. " "  
 3 Lesperance, C. A., 134B Wash. " "

Cambridgeport " "  
 4 Bennett, Geo. W., Broadway Chelsea " "  
 5 Cassell, James, 17 Grove " "  
 6 \*Broderick, Delia T., box 113 Chestnut Hill " "  
 7 Gates, Geo. D., 63 Center Chicopee " "  
 8 Wilson, Walter, 18 Harvard Chicopee Falls " "  
 9 Curtis, S. P., 156 Ashmont Dorchester " "  
 640 Chandler, Geo. W., 18 Lindsey " "  
 1 Robinson, Jas. L., 14 King " "  
 2 Robinson, Albert W., 14 King " "  
 3 Wade, Walter H., 2163 Dor. av " "  
 4 Allen, Alton A., 2524 N. Main Fall River " "  
 5 Borden, Chas. A., 349 Pleasant " "  
 6 Burrows, Abel, 250 Pleasant " "  
 7 Eddy, John D., 480 Locust " "  
 8 McFarland, L. W., box 142 " "  
 9 Thompson, R. S., 458 Beach " "  
 650 Plant, Wm., 201 Lewis " "  
 1 Crowell, E. S., 28 N. Main " "  
 2 Waterman, F. E., box 127 " "  
 3 Kelley, A. W. Fairhaven " "  
 4 Burke, John F., box 284 Hingham " "  
 5 Daly, Edmund, box 433 " "  
 6 Prescott, Crawford E., box 332 Hudson " "  
 7 Nye, Wm. H., 198 Greene Jamaica Plain " "  
 8 Ames, Benj. C., 246 Essex Lawrence " "  
 9 \*Rean, Miss Mary E., 500 Lowell " "

660 Knight, Chas. E., Franklin House " "  
 1 Philbrick, W. E., 274 Haverhill " "  
 2 Placido, Jos. M., 384 Essex " "  
 3 Whitney, Wm. A., box 266 " "  
 4 Ashey, J. P., Main st Leicester " "  
 5 Sleeper, C. E., Hotel Leicester " "  
 6 Hughes, John, 88 Bridge Lowell " "  
 7 Keyes, Julian B., 102 Third " "  
 8 Adams, W. A., Bartlett & Dow " "  
 9 Sherwood, David E., 181 Pleasant " "  
 670 \*Covey, Miss E. B., 29 Marlborough " "  
 1 Burns, Richard E., 31 Barclay " "  
 2 Brazier, R. F., 91 Central " "  
 3 Frazier, W. E., 29 Rand Lynn " "  
 4 \*Harves, Bertha G., 541 Essex " "  
 5 Pinkham, A. W., 306 Western av " "  
 6 Wentzel, Satira G., 117 High Rock " "  
 7 Hayes, D. P., 434 South Marlboro " "  
 8 Everett, W. F. Millers Falls " "  
 9 Lamson, W. K. " "  
 680 Styles, John F. " "  
 1 Littlefield, Leonard E., Box 9 Milton " "  
 2 Crosby, D. H., 65 Main Melrose " "  
 3 Thomas, Harry P., 114 Congress Milford " "  
 4 Perry, Raphael F., 217 Smith New Bedford " "  
 5 Needham, H. C. Newtonville " "  
 6 Upham, Harry T., 10 Linnaean " "

No. Cambridge " "  
 7 Barber, J. W. Northfield " "  
 8 \*Oswood, Henrietta, Wash. Norwood " "  
 9 Faulds, William No. Billerica " "  
 690 Reed, Fred N. No. Dighton " "  
 1 Javery, John No. Oxford " "  
 2 Kittredge, H. P., 190 Hancock Quincy " "  
 3 Longueil, H., 126 Wash. " "  
 4 Crane, H. S., 68 Wash. " "  
 5 McNiff, Wm. H., Sea " "  
 6 Meyer, Andrew A. " "  
 7 Austin, Oliver W., Hamden & Pleasant Reading " "  
 8 Porter, C. H., Jr., 37 Sherman Roxbury " "  
 9 \*Whitney, Mabel H., 13 Wyoming " "

700 Noe, A. L. Shirley " "  
 1 Wilbur, W. H. " "  
 2 Ford, C. L., 588 Broadway Somerville " "  
 3 Pratt, F. A., Box 401 South Braintree " "  
 4 Gay, E. L. Southbridge " "  
 5 Eaton, J. G., 8 Atlantic So. Boston " "  
 6 Tillson, Myron E. So. Hanson " "  
 7 Dustin, L. P., 97 Wilbraham av Springfield " "  
 8 Lombard, Burt B., 71 Walnut " "  
 9 Rogers, S. C., 3 Haward " "  
 710 Tuttle, H. M., 198 Walnut Taunton " "  
 1 Buckley, Timothy, 9 School " "  
 2 Lohan, D. F., City Hotel " "  
 3 \*Sprague, Helen R., 19 Union " "  
 4 Burns, L. P., 111 Chestnut Waltham " "  
 5 Aldrich, Herbert M., Box 288 Westboro " "  
 6 Thorn, Edwards, Box 288 " "  
 7 West, Thomas A. Welleley Hills " "  
 8 Church, Eugene I. West Harover " "  
 9 Brown, F. H., Box 442 West Gardner " "  
 720 Monroe, Will S., 10 Hancock Westfield " "

1 Tupper, John D., M. D. Westport " "  
 2 Hutchinson, Albert A., Winchester Park " "  
 Winchester " "  
 3 Doherty, A. A., Central House Woburn " "  
 4 Sullivan, Frederick D., 59 Wash. Worcester " "

**Over 125,000, MICHIGAN, 47-1880.**

D. W. " "  
 725 Blair, John F., 47 Harper av Detroit " "  
 6 Brown, Harry, 43 State " "  
 7 Weiss, Joseph M., 92 Merrick av " "  
 8 Weisenbagen, L. A., 157 Antietam " "  
 Wayne B. C. " "  
 9 Gregory, Ed. B., Cham. of Com. Bldg " "  
 G. B. C. " "  
 730 Ardusht, Constant, 20 Monroe av " "  
 Unattached. " "  
 1 Carpenter, E. F., Jennison Hdw. Co. Bay City " "

2 \*McDonald, Miss M. N., 1115 10th " "  
 3 \*Culverwell, Jennie S., " Cadillac " "  
 4 Brant, Herman, 10 Hammond av Detroit " "  
 5 Hoske, John, 167 Superior " "  
 6 Schuler, Chas., 449 Mullett " "  
 7 Johnson, G. P., 566 14th av " "  
 8 Leonard, Chas. B., 20 John " "  
 9 Hopkins, Chas. E., Box 181 Homer " "  
 740 Barnes, Clare, Kal. Spring & Axel Co. Kalamazoo " "

1 Burtt, Frank, 939 Wash. av " "  
 2 Wicks, F. V., 826 W. Cedar " "  
 3 Kinney, E. P., Wash. av S. Lansing " "  
 4 Larrabee, John, Wash. av S. " "  
 5 Dow, H. H. Midland " "  
 6 Beals, Bert Moraga " "  
 7 Brower, Frank " "  
 8 Baldwin, E. N. " "  
 9 Buck, C. F. " "  
 750 Gust, G. W. " "  
 1 Hause, Chas. D. " "  
 2 Keyes, M. E. " "  
 3 Lee, L. V. " "  
 4 Mowry, L. D. " "  
 5 Morrick, W. B. " "  
 6 Prickett, Frank " "  
 7 Scott, W. E. " "  
 8 Sims, Ralph " "  
 9 Scofield, E. W. " "  
 760 Warn, P. V. " "  
 1 Green, H. E. " "  
 2 Newberry, John S., Box 95 Romeo " "  
 3 \*Newberry, Miss Fannie " "  
 4 Clarke, E. P. St. Joseph " "  
 5 Scott, Dr. A. H. " "  
 6 Smith, Ira A. " "  
 7 Bach, C. F. Sebawaing " "  
 8 Globensky, A. E., 125 Front " "

**Over 125,000, MISSOURI, 14-1239.**

South Side C. C. " "  
 772 Burkart, Oliver R., 1812 Lafayette av St. Louis " "  
 3 Jacquemin, F., 2901 Henrietta " "  
 4 Haase, Edw. J., 3631 Botanical " "  
 5 Haase, G. Fred, 2327 Albion Place " "  
 6 Haase, W. H., 2327 Albion Place " "  
 7 Huther, W. H., 1927 Papin " "  
 8 Miller, J. C., Jr., 2855 St. Vincent av " "  
 9 Reichardt, A. C., 4111 Shenandoah " "  
 780 Riesmeyer, G., 3112 Hawthorne bldg " "  
 1 Stockstrom, C. A., 3011 Geyer av " "  
 2 Stoffregen, H. C., 3514 tiawthorne bldg " "  
 Unattached. " "  
 3 Hickey, T. J., 621 Edward St. Joseph " "  
 4 Clarke, A. O., 1301 Union Trust St. Louis " "  
 5 Wilson, J. F. O., 1933 No. 2nd " "

**Over 125,000, NEBRASKA, 4 358.**

Lincoln W. C. " "  
 786 Wittmann, J. H., 143A 10th Lincoln " "  
 Unattached. " "  
 7 Hardy, W. E., 1124 O st " "  
 8 Russell, John Panama " "  
 9 Wallace, Jas. G., 2420 Harvey Omaha " "

**Over 125,000, NEW HAMPSHIRE, 2-986.**

Riverside B. C. " "  
 790 Jones, A. B., 5 Harvard Nashua " "  
 Unattached. " "  
 1 Huntington, Allan L., Box 41 " "  
 South Danville " "

**Over 125,000, NEW JERSEY, 33-5995.**

Crescent. " "  
 792 Somers, Leon Steelmanville " "  
 Unattached. " "  
 3 Elsworth, J. Watson, 747 Avenue C Bayonne " "  
 4 Crane, Frederick, 373 Franklin Bloomfield " "  
 5 Coe, Charles D., Forest av Caldwell " "  
 6 Heintl, John, Hackensack Carlstadt " "  
 7 Greenwood, I. J., 116 Linden Camden " "  
 8 Suter, W. A. Cranford " "  
 9 Ewing, John H., Main Flemington " "



300 Bolentus, Fred S., 632 Ridge av Forest Hills  
 1 Baestien, Louis, 424 Ridge av Gloucester City  
 2 Frank, Jacob Hackensack  
 3 French, John T. Hammonton  
 4 Whittle, W. E., 415 4th Harrison  
 5 Mason, R. H., 114 Main Hightstown  
 6 Shinn, Joseph M., Box 129  
 7 Stults, Chas. E., 200 Stockton  
 8 Wilkie, Hugh, Johnson av Kearny  
 9 De Grasse, Charles, Box 56 Maplewood  
 810 McCollum, W. W. Milburn  
 1 Baker, Fred'k A. C., Continental Hotel Newark  
 2 Jenkins, R. A., Box 163  
 3 Rodrigo, Fred W., Box 594  
 4 Kennedy, David A., 16 Lawn Ridge Road Orange  
 5 \*Watson, Mrs. Josephine, 619 Morgan av Palmyra  
 6 Ashley, Charles E., 469 River Paterson  
 7 Harford, Chas. M., 16th av & Carroll  
 8 \*Kingsland, Miss L. A. Roselle  
 9 Kilborn, Byron, South Orange av South Orange  
 820 Bradshaw, Isaac H. Swedesboro  
 1 Crater, Robert C.  
 2 Hall, Charles  
 3 \*McCollister, Mrs. Harry  
 4 Lockwood, John, 216 Jackson Trenton

## Over 125,000, NEW YORK, 144-25,221.

B. Imperial C. C.  
 825 Becker, John C., 194 William Buffalo  
 6 Foster, Joseph D., 473 Perry  
 7 Walker, Geo. E., 394 Elm  
 8 Spidel, C. G., 395 Ellicott  
 9 Weber, Leonard J., 287 Oak  
 830 Grindling, Henry, 5th av & 3rd st Mt. Vernon  
 1 Birch, James, 29 So. 4th av Newark B. C.  
 2 Perkins, G. C. Newark  
 3 Flammer, C. A., 318 West 3rd New York  
 4 Heath, Delmar W., 64 Jane  
 5 Keeney, Frank L., Hotel Warwick, 40th  
 6 Kluge, C. E., 59 West 106th  
 7 Vallean, Clinton M., 106 W. 71st  
 8 Vancil, C. E., 904 Havemeyer bldg  
 9 Worden, W. H., Hotel Metropole  
 840 Windolph, August P., 331 West 31st Morris W.  
 1 Von der Bosch, O. W., 297 Alexander av New York  
 Humidity R. C.  
 2 Wheeler, Geo. Neel, 143 W. 5th Oswego  
 3 Hackett, J. B. Richmond Hill  
 4 Becket, Norman H., Ex'ge Nat'l B'k. Seneca Falls  
 Unattached.  
 5 Kirk, James E., 170 Jay Albany  
 6 McClure, William Babylon  
 7 \*Nichols, Mrs. W. H. Bath  
 8 De Voge, J. D. Belmont  
 9 Aebly, Andrew E., 599 11th Brooklyn  
 850 Bergen, William S., 264 Wash.  
 1 Burns, Edward, 46 Sterling Place  
 2 Davis, John, 376 Palmetto  
 3 Hipperling, Wm., Jr., 122 Himrod  
 4 Holmes, Joseph H., 737A Quincy  
 5 Hendrickson, Albert E., 391 3rd  
 6 Kummer, Geo. H., 673 Bedford av  
 7 Kummer, Mrs. Geo. H., 673 Bedford av  
 8 Lowell, Sidney V., 189 Montague  
 9 Metcalfe, Arthur B., 263 Cornelia  
 860 Miller, Robert R., 33 4th av  
 1 Pearson, John F., 473 2nd  
 2 Sloan, Henry, 386 Greene av  
 3 Thompson, Richard R., 486 Third  
 4 Tillion, Philemon, 741 Manhattan av  
 5 Leonori, Wm. H., 159 Rutledge  
 6 Brooks, Frank H., 538 Gates av  
 7 Florimont, Edward, 35 Cedar  
 8 Leiser, Jay, 1342 Bushwick av  
 9 \*Leyden, Edith E., 383 Fifth  
 870 Ritter, S. G., 1366 De Kalb av  
 1 Bromley, C. H., 897 Ellicott sq Buffalo  
 2 Ernest, Henry, 89 Broadway  
 3 O'Brien, J. Robert, City & County Hall  
 4 Bassett, R. H. Canton  
 5 \*Eldredge, Miss A. Louisa  
 6 Hall, W. W.  
 7 Arnel, John M., Box 318 Cape Vincent  
 8 Grant, Walter H., Box 328  
 9 Mance, F. J.  
 880 Wenborne, R. W.  
 1 Preston, Dr. Arthur E. Delevan  
 2 Lee Sha, J. Stanley, 308 Central av Dunkirk  
 3 \*Corney, Miss Evie, East Bloomfield  
 4 Carey, Chauncey S., Opera House blk  
 5 Demarest, Wm. H., 48 Walnut Elmira

6 Southard, J. M. Freeport  
 7 Taber, Edson Hilton  
 8 Myer, Clarence R., 535 Warren Hudson  
 9 \*Kurz Mrs. Joseph, amalca & Wood- haven av Jamaica  
 890 Reichelderfer, Thomas S., Fulton & Church  
 1 Lounsbery, H. H. F. Mt. Kleco  
 2 Alt, John J., Inwood on Hudson New York  
 3 Allaire, Charles D., 2150 7th av  
 4 Buckheiser, William Sil. Pow. Co., West 54th & 12th av  
 5 Brown, M. M., 39 West 125th  
 6 Burras, James W., 216 W. 122d  
 7 Benneche, Edward, Jr., 318 East 15th  
 8 Brown, Oscar T., 38 West 125th  
 9 Burt, Marvin, Box 787  
 900 Chace, Frank H., 46 Charles  
 1 De Lima, Edward, Box 665  
 2 Feldkamp, Anton, 207th st & Kirgs- bridge rd  
 3 Gammon, Chas. P., 260 West 21st  
 4 Gargan, Raymond E., 262 West 74th  
 5 Haenmerlein, Jean B., 114 East 1st  
 6 Hjertberg, Herman, 66 W. 125th  
 7 Hromatko, Wenzel, 203 East 27th  
 8 Halsey, Frank, 1616 Broadway  
 9 Herzog, Milton, 424 East 120th  
 910 Ireland, R. M., Phillips & Wells  
 1 Kinkard, Chas. E., 53 Wash. Sq. So.  
 2 Lempe, Chas., 108 2nd av  
 3 Meyer, Edward W., 16 8th av  
 4 Mathews, Cyril C., 347 Lenox av  
 5 Mathews, Wm., 105 W. 125th  
 6 \*Morgan, Mrs. John S., 53 West 112th  
 7 \*McIntyre, Miss Lella, 26 West 90th  
 8 Newburn, C. Clifford, 227 West 29th  
 9 Nahn, Julius, 1277 Madison av  
 920 \*Parker, Miss C. B., 341 West 51st  
 1 Rogers, Harry B., 436 Audubon av  
 2 Sinks, Edward D., 151 East 31st  
 3 Scholz, Jas., 773 Lex. av  
 4 Sieserman, Max, 57 Greene  
 5 Voges, Fritz, 536 East 72nd  
 6 Weissauer, Edw. A., 420 East 90th  
 7 Wattenberg, F. Alex., 104 Broad  
 8 Weisker, Ellis, 127 Fulton  
 9 White Alex. C., 1620 1st av  
 930 Zaretski, Alfred, 109 East 61st  
 1 Allen, Whitting, 211 West 34th  
 2 Behr, Isidor, 377 Broadway  
 3 Bernstein, Nathaniel, 2053 5th av  
 4 Cockaday, E. M., 121 West 137th  
 5 Countz, O. F., 124 West 98th  
 6 Harrison, Wm. N., 571 Lex. av  
 7 Lawson, Thos., 11 West 135th  
 8 Marratt, Edward J., 3 Van Nest pl  
 9 Schreiner, John C., 1 Sylvan Place  
 940 Sampers, I. H., 121 East 61st  
 1 \*Sampers, Miss Mollie J., East 61st  
 2 \*Shilling, Mrs. M. C., 133 East 56th  
 3 \*Wilhelms, Carl G., Judge Bldg.  
 4 Williams, E. A., Judge Building  
 5 Vall, Dr. W. R., 70 West 92nd  
 6 Zeltner, Theodore, 549 Pearl  
 7 \*Walte, Miss Elizabeth, 241 2nd  
 8 Powell, C. M., Box 386 Niagara Falls  
 9 Ames, Allen, 150 West 4th Nyack  
 950 Ames, Chas. L., 124 West 5th Oswego  
 1 Downey, John W., 30 West 5th  
 2 Gordon, Donald S., 21 Montcalm  
 3 Hart, F. M., 125 East 4th  
 4 O'Hard, C. R., Switz Conde Co.  
 5 Osterlant, F. C., 168 East 3rd  
 6 Phelps, John P., 174 West 3rd  
 7 Stowell, E. H., Co. Clerk's Office  
 8 Schilling, Frank, 161 West 1st  
 9 Banker, Louis C. Peekskill  
 960 McQuilkin H., 134 Broad Port Chester  
 1 Ludlum, F. W., 37 Front Port Jervis  
 2 Delavan, Fred A., 98 Lake av Rochester  
 3 Johnston, John B., 103 Frank  
 4 Fenelow, Eugene Sag Harbor  
 5 McCurt, Harry, 169 Main Sing Sing  
 6 Northrup, Elliott J., 201 Kirk bldg Syracuse  
 7 Crockett, C. W., 95 Grand Troy  
 8 Raymond, Wm. G., Terrace pl. Pawl- ing av

## Over 125,000, NORTHERN CALIFORNIA, 1-239.

Unattached.  
 969 Cass, Henry K. Cayucos

## Over 125,000, NORTH CAROLINA, 1-45.

Unattached.  
 970 Mac Rae, Donald Wilmington

## Over 125,000, OHIO, 31-2654.

Col. Con. B. C.  
 971 Orwig, Samuel M., 775 Park Columbus  
 1 M. B. C.  
 2 Sheridan, Chester Marysville  
 3 Henry, H. H. Am-ville  
 4 Gibbs, S. W., 406 West Tuscarawas Canton

5 Klein, Chas. B., 406 West Tuscarawas  
 6 \*Simonds, Mrs. J. A., Burnett House  
 7 Geer, Fred S., 158 Superior Cleveland  
 8 Lozier, G. S., 251 Erie  
 9 Turner, W. H., 242 Cedar  
 980 Weit, William G., 176 Superior  
 1 Fishman, E. H., 467 The Arcade  
 2 Moore, Thos. J., 92 Streator av  
 3 Soden, A. T., 119 Archwood av  
 4 \*Brittain, Mrs. R. M. Delaware  
 5 Johnson, J. J. Albany, Lee P. O.  
 6 Duffy, Ray M.  
 7 Converse, W. C. London  
 8 Chandler, Wright D.  
 9 Sturges, Willis M. Mansfield  
 990 \*Sturges, Mary Mead  
 1 Drukenbrod, F. New Berlin  
 2 Nellson, Phillip E. Sandusky  
 3 Baker, Albert M., 758 South Piqua  
 4 Crew, Robert, 62 Pen Salem  
 5 \*Cresler, Mrs. Will T., Ashland & Monroe  
 6 Cochran, C. E., 923 Lincoln av Toledo  
 7 Cowles, E. P., 411 East South Warren  
 8 Coulon, Paul A. West Unity  
 9 Devon, Wm. Winton Place

## Over 126,000.

000 Hinsch, C. A.  
 1 Wolff, Louis A., box 23

## Over 126,000, PENNSYLVANIA, 118-23053

Allegheny Cyclers.  
 002 Taylor, Walter M., 286 Federal Allegheny  
 1 Altoona B. Club  
 3 Aurandt, W. K., 1114 11th Altoona  
 4 Raddy, J. W., 1710 6th av  
 5 Smith, W. E., 717 12th  
 6 Barr, Robt. H. Bellevue  
 7 Jones, N. C., Box 415 Cambridge Springs  
 8 Tennis, M. F. Milton  
 9 Muldoon, Patrick J., Shaw New Castle  
 010 Orr, Samuel, 22 W. North  
 1 \*Hall, Carrie R., 1213 No. 8th Phila.  
 2 Maxwell, Thos. J. Ridgway  
 3 Bates, C. H., 149 No. Perry Titusville  
 4 Cable, Chas. Verona  
 5 Williamsport Wheel Club.  
 6 Duke, James, 110 W. 4th Williamsport  
 7 Leederman, W. H., 110 W. 4th  
 8 Wenner, Ed. P., Box 386  
 9 Arthur, Thos. A., 205 Market Allegheny  
 0 Hagaman, Chas F., box 532 Apo lo  
 020 Koons, C. W. Andenried  
 1 Weaver, P. C. Blue Ball  
 2 Kress, J. Allen, box 518 Brownsville  
 3 Lindley, Earl S. Canton  
 4 Doan, J. C. Coatesville  
 5 Nape, Thomas, Chestnut  
 6 Thompson, Howard J. Curwensville  
 7 Van Anken, Geo. B. Dingman's Ferry  
 8 Erb, Daniel W. East Greenville  
 9 Carnes, Isaac Economy  
 030 Riethmueller, Fred  
 1 Atkinson, W. P., Herald Erie  
 2 Tyson, Chester J. Flora Dale  
 3 Bolton, Samuel, M. D., 4515 Paul Frankford  
 4 Cope, Joseph B., 188 Herman Germantown  
 5 Day, Frank N. Hazleton  
 6 Baldrige, W. L. Hollidaysburg  
 7 Pemock, Theodore, Broad Kennett Square  
 8 Windolph, Henry C., Walnut Marietta  
 9 Carver, William Morrisville  
 040 Patton, J. B. Munhall  
 1 Davis, Charles N., Mill Creek Road & Montgomery Pike Narbeth  
 2 Hunter, R. D., Box 675 New Brighton  
 3 \*Hunter, Miss Mary V., Grove av  
 4 Jones, W. C.  
 5 \*Knott, Miss Nina, Box 381  
 6 Rawl, Harry M., Box 289  
 7 \*Reed, Miss Blanche, box 352  
 8 Ross, H. Frank, Box 248  
 9 Wolfe, Joseph D., 11th av  
 050 \*Mae Moyer, Miss I., State Hospital  
 1 Wright, Franklin L., 933 W. Main Norristown  
 2 Pugh, Harold B. Oxford  
 3 \*Bassett, Miss Edith, 1611 Wallace Philadelphia  
 4 Herrman, Max, 1715 Diamond  
 5 Hood, Ross N., 155 No. 15th  
 6 Moore, Ziba T., 654 City Hall  
 7 Pelstrang, Anthony F., 822 So. 5th  
 8 Easby, M. Ward, 909 Crozer bldg  
 9 Moore, Henry, 2935 No. 13th  
 060 Bowman, John A., 2506 Douglass  
 1 Buckley, Jos. R., 3416 No. 35th  
 2 Bradley, Gordon B., 2612 Poplar  
 3 Bletterman, Frank W., 550 W. Somerset



4 Crozier, George W., Jr., 632 Snyder av	5 Thumma, Harvey E.	5 Havemann, Miss J. J. 1521 Maple av
5 Cuff nan, Thomas, Jr., 1200 Chestnut	6 Hornberger, Louis, Tulip & Lerich	6 Keppel, Max, 6 Station B
6 Close, Charles Wade, 1313 Broad	Tacony	7 Ferris, Alda M., 615 5th San Diego
7 Fisher, Geo. M., 2109 Howard	7 Minnich, William, 6802 Forresdale av	8 Reed, Oliver C., Box 18
8 Fay, Frank Brown, 1121 Brown	8 Lutz, Martin	Over 126,000, SOUTH CAROLINA, 3-132.
9 Gerner, John A., 1411 Savery	9 Bull, Hiram E., Co. Court House	Unattached.
10 Herman, Wm. J., 620 Mark t	Towanda	139 Sinns, Wm. Gilmore Barnwell
1 Herrmann, Ernest W., 716 Raa	Trestle	140 Whilden, Chas. E., 71 Anson Charleston
2 Hayes, David B., 2020 So. Jan	Weaverland	1 Healy, F. A., 242 Calhoun
3 Hall, Herbert M., University of Penn-	West Chester	Over 126,000, UTAH, 1-45.
sylvania Dormitories	4 Darlington, Herbert T., 120 So. Church	Unattached.
4 Joynes, Lyttleton, 1946 Moyanceing av	5 Hawley, Howard, 222, So. Walnut	142 Mallett, R. H., 484 Canyon rd Ogden
5 Jones, Wm. B., 851 No. 12th	6 Patterson, Harry T., Box 59	Over 126,000, WEST VIRGINIA, 3-154.
6 Laner, Emil C., 1931 Darien	7 Rebhorn, P. H., 163 So. Wash. Wilkes Barre	Wheeling B. C.
7 Marum, John C., 2336 No. 6th	8 Campbell, Della, 601 Wallace av	143 Walker, Chas. W. Eagle Mills
8 McLachlan, Daniel, 3021 Franklin	Wilkinsburg	Unattached.
9 Mabrey, Alfred T., 850 Perkiomen	9 Pennypacker, James C. Williams Corner	4 Hubbard, A. G., 33 18th Wheeling
10 Parker, Katie B., 1404 So. 6th	Over 126,000, RHODE ISLAND, 12-1436.	5 Vardy, William W., 150 12th
1 Patterson, Angus R., 1738 So. 4th	R. I. W.	Over 126,000, WISCONSIN, 14-2392.
2 Sowden, Wm., 3423 No. 35th	120 Fewell, W. B., 89 Weybosset Providence	Niagara W.
3 Schrank, James H., 2210 Lambert	Elmwood W.	146 Boll, Carl M., 1021 Walnut Milwaukee
4 Segal, Samuel, 1231 South	1 Suesman, Walter P., 671 Broad	Unattached.
5 Tremmer, Charles, 2461 Bonvier	W. C. C.	7 Cole, Fred D. Brodhead
6 Tremmer, Charles, Jr., 2461 Bonvier	2 Burdick, Elisha C., 9 School Westerly	8 Northcraft, F. P.
7 Taylor, Amanda S., 3114 No. 15th	Unattached.	9 Parks, F. G., Box 286 Eagle
8 Veigel, Louis W., 1328 Chestnut	3 Hopkins, Horatio A., Box 12 Bridgeton	150 Glasier, Gilson G., 120 W. Dayton Madison
9 Watsson, Thos., 218 So. 4th	4 Palne, Frank A., Box 27 Pascoag	1 Hill, W. H. Marinette
10 Wood, James F., 635 Walnut	5 Adams, Chas. F., 36 Cass Providence	2 Vachero, Zeb. Merrill
1 Wilson, D. Bertram, 1837 Columbia av	6 Baker, N. H., Box 1452	3 Burt, L. M., 239 Greenbush Milwaukee
2 Andrae, E. J., 41 Franklin Pittsburg	7 Dutemple, Wm. R., 227 Eddy	4 Dings, Alvin, 1093 23rd av
3 Clarke, Robert C., M. D., 129 S. Hgh-	8 Peck, Horace S., 19 George	5 Hoefer, R. W., 427 20th av
land av	9 Schmid, Albert J., 82 Mawney	6 Kanter, P. M., 518 Frederick
4 Evans, Dr. C. S., Center & Highland av	10 Schmid, Mrs. Albert J., 82 Mawney	7 Malkoff, M. D., 506 Jackson
5 Forster, J. Louis, 1st st & Liberty av	1 Burdick, Arnold H., 34 School Westerly	8 Underwood, F. G., 408 Summit av
6 Streib, Harry C., 168 So. Main	Over 126,000, SOUTHERN CALIFORNIA, 7-339.	9 Putron, J. B. Rice Lake
7 Bittenbender, Wm., Jr. Pond Hill	Unattached.	
8 Klees, J. Guy, 634 No. 3rd Reading	132 Baxter, Lewis A. Fullerton	
9 Pierce, Walter M. Ridgway	3 Cummins, W. R., 1665 Winfield Los Angeles	
10 McClinton, C. L. Solona	4 Griswold, Miss Anna S., 1625 Santee	
1 Tate, Robt L. Sewickley		
2 Fritz, Jeremiah, 630 West Spruce		
3 Coleman, Harry F., 28 So. Front Shamokin		
4 Craig, John C. Steelton		

## QUERIES AND ANSWERS

No. 188,195:—Steamship companies will charge you \$2.50 for transporting your bicycle across the Atlantic. They require it to be crated in some manner. On entering Denmark tourists make a deposit at the custom-house equal to ten per cent. *ad valorem* as a guaranty that the wheel will not be sold. See that custom-house officials place a lead seal on cycle. Amount of deposit is refunded only at custom-house where entry was made, unless by special permit. In Norway, we believe, a deposit of fifteen per cent. is demanded, and if tourist remains in the country more than sixty days the deposit is forfeited.

No. 162,615 AND OTHERS:—*Sign your names* and we may be able to help you.

No. 25,804 desires particulars and rules for conducting a "Paper Chase" on wheels.

No. 100,656 wishes to know if any members have found any objections to cleaning nickel and enamel with gasoline.

No. 118,109 AND OTHERS:—We are always glad to receive good photographs, but we cannot possibly use *all* that are sent us.

W. G. RAYMOND, C. E., Prof. of Geology and Road Engineering in the Rensselaer Polytechnic Institute, Troy, N. Y., will be warmly welcomed to the ranks of the L. A. W., which he joins this week.

ALL members invited to attend century run New York Firemen Cycle Club, May 8th. Solid silver trophies. Mills Miller, 624 1st avenue.

BIGAMY is bad enough, goodness knows! but the number of men who get themselves into trouble by marrying two wives is as nothing when compared to the large number of men who have trouble through marrying just one.

If England's army were to go after some of those impudent little Asiatic countries it would soon make a Mess-o'-potomia.

"THIS," said the penitent, as he struggled into the hair shirt, "is rather rough on me."

TEETH EXTRACTION  
WITHOUT PAIN



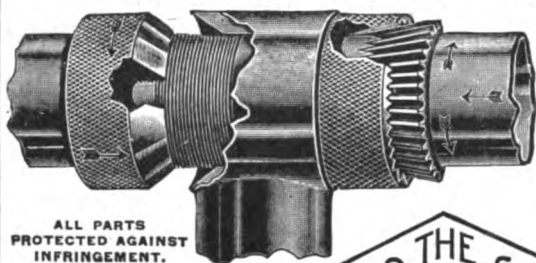
### Looking for Trouble.

With fiercely aching tooth and sad grimace  
The youngster seeks the dentist's office chair,  
And, looking in his frank and open face,  
The dentist sighs to see the trouble there.

THE horseman and the wheelman with a punctured tire are glad, at times, to get any old plug to help them to their journey's end.



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## THE BAR THAT IS PERFECTION

Simple, positive and easy to adjust while riding. No wrench required. Every Adjustment made on a taper. Best material, highest finish. Specify the Claus Adjustable Handle Bar on your '98 mount.

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**COMPARISON** may be odious to some. It's not to us. We invite inspection. We'll risk careful investigation. It's all we ask. If you want a better wheel than the one you had last year, invest your money in the

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