

THE BULLETIN AND GOOD ROADS

Vol. XXVII.

Boston, April 8, 1898.

Number 14.

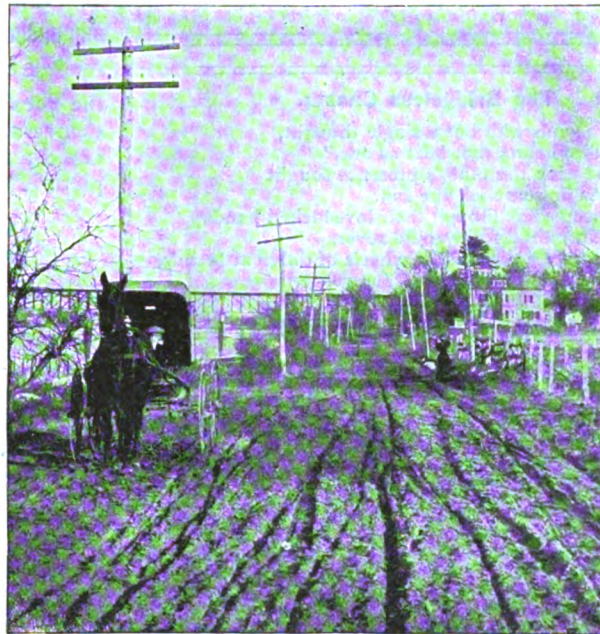
OFFICIAL ORGAN

OF THE LEAGUE OF

AMERICAN

WHEELMEN.

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



SANDY ROAD NEAR YARDLEY, PA.
Photograph by J. G. Lee, Trenton, N. J.

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, 104,268.

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A Strong Constitution

is relatively as essential in a bicycle as
in an individual or a nation.

STERLING BICYCLES

"Built Like a Watch"

are strong. — the strongest of all makes.
No element that adds strength is sacrificed
to looks, yet in the Sterling we give you
beauty of line and finish as well as strength.

Sterling Prices for '98.

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

CATALOGUE FREE.

STERLING CYCLE WORKS,

274-276-278 Wabash Ave., Chicago.

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

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

The Wheelman's Log

Keep a Record of Your Trips Novel, Pretty and Useful

If your dealer sells M. & W. Lamps, but cannot furnish you with a WHEELMAN'S LOG on request, advise him to write us, stating how many M. & W. Lamps he expects to sell this season, and we will send him some Logs, **Free of Charge.**

**M. & W. '98
SILVER TONE
& MONOGRAM
BELLS**

"Made Like a
Watch."

Write for Prices.

**The Light That
Never Fails.**

Gives a bright light where needed. Combination bracket
can be used with outside brake.

BURNS KEROSENE.



**M. & W. '98
BICYCLE LAMP**

\$2.50

Express paid if local dealer
cannot supply you.

If once tried,
Never put aside.

COMPLETE IN ITSELF.

EASILY CLEANED.

The Matthews & Willard Mfg. Co.

40 MURRAY ST.,
NEW YORK.

WATERBURY,
CONN.

The Bridgeless Chasm.

"Two souls with but a single thought,
Two hearts that beat as one,"
And each the other's presence sought
As flowers seek the sun.
It seemed as though their love-locked hands
No mortal force could sever,
But they bought them wheels of different brands,
And said "good-bye" forever.

CHAMBERSBURG AND BEDFORD PIKE.

It seems possible from the picture recently taken by No. 175,180 that there are still spots on the Chambersburg and Bedford Turnpike that have escaped the vigilance of the officers of the company, in spite of their intention to keep it, "the very best road possible under the circumstances," as recently stated by the president of the company in a letter to the L. A. W. BULLETIN.

The portion of the road shown herewith is in the borough of Everett, and "is in the condition shown by picture and has been all last summer, and is at



the present time, and they have a good limestone quarry alongside the pike where stone could be procured not three hundred yards from the site of the picture."

INCREASES HAULING POWER.

The difference in hauling on various road surfaces is stated as follows: On very poor, muddy earth roads a horse can pull twice as much as he can carry on his back; on fair roads nearly four times as much; on good macadam nine times as much; on smooth plank twenty-five times as much, and on metal fifty-five times as much. It is, therefore, cheaper to improve the roads, if much hauling is to be done over them, than to buy new horse-flesh while, as the roads are improved, greater numbers of settlers are attracted and prosperity ensues.

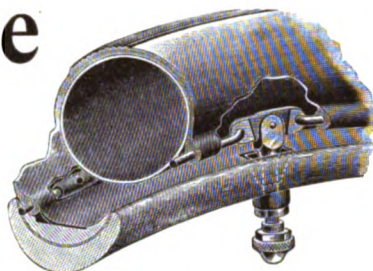
DON'T USE A MAGNET.

The use of a magnet for picking up balls to be placed in bearings, described by No. 168,087, is protested against by several members, who say it should never be done. They declare that the balls would be magnetized, the bearings injured, and the wheel affected so as to make the running hard.

"A thorn in the flesh" is very sad,
But a thorn in the tire is twice as bad.

"IT CAN go to blazes!" said the tramp who was referred to the wood-pile when he asked for food.

Burwell Detachable Tires



**THE LATEST AND BEST IDEA
IN TIRE EQUIPMENT**

ILLUSTRATION OF BURWELL TIRE AND CONTROLLING DEVICE.

Remember These Points:

IT'S SAFE.

The Burwell Tire is held firmly to the rim by a device that is positive in its action; there is no possibility of the tire being blown or rolled off the rim.

IT'S FAST.

The Burwell Tire is made of best quality rubber and Cleveland Cross-Thread Fabric, a combination that cannot be beaten for resiliency and durability.

IT'S EASY.

The Burwell Tire is so easily operated for repairs that extensive study or experience is unnecessary. A few lines of instruction coupled with a modicum of common sense is sufficient. Tools are not required.

The Burwell Tire can be repaired with less expenditure, time, patience and perspiration than any other tire on the market. All '98 model Clevelands are equipped with this tire if ordered and no extra charge. Send for booklet.

H. A. LOZIER & CO.,

New York, Boston, Philadelphia, Baltimore,
Buffalo, Detroit, San Francisco, Toronto,
London, Paris, Hamburg.

**Manufacturers
Cleveland
Bicycles.**

CLEVELAND, OHIO.

Strong Language.

Strong language I hate, yet it might in its place
Perhaps quite excusable be,
But the chap who eats onions and talks in my face,
His language is too strong for me.

FAVORS A TOURING DEPARTMENT.

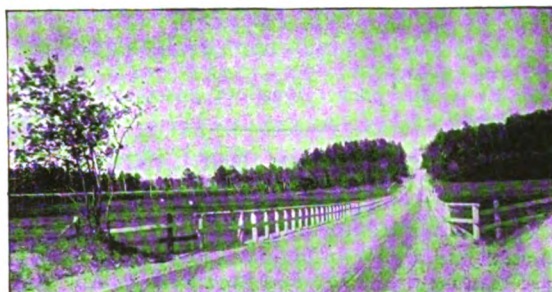
"I think a Touring Department would be a good thing," writes No. 66,869, "but the League still wants to control the racing, because if they give it up I do not think we would get our fair rights a good many times. This may sound selfish of me, but I am voicing the sentiments of most of the League wheelmen around here. If we are going to have a Touring Department, let the League control both, and then they will be run right and as they should be."

ADVANTAGES FOR CLUB MEMBERS.

Bicycle clubs rarely flourish for any length of time. It seems to be a continual struggle to keep them active and prosperous. The life of most of them is but a few years, and those which have maintained a really long existence usually get together only for an annual election and dinner, or some other such semi-occasional functions.

Among the active clubs of the present, the Century Wheelmen of New York is one of the largest and most energetic. It is now planning to increase its membership and materially add to its attractions by establishing a dozen branches at convenient

suburban points, located at from ten to twenty-five miles from the city. Members of any branch would enjoy the privileges of all other branches, and of the city club. When practicable, the branches would be located near a hotel or boarding-house where meals could be obtained, and convenient to the water, so as to afford facilities for boating, bathing and fishing. This departure, if carried out, will be watched with interest.



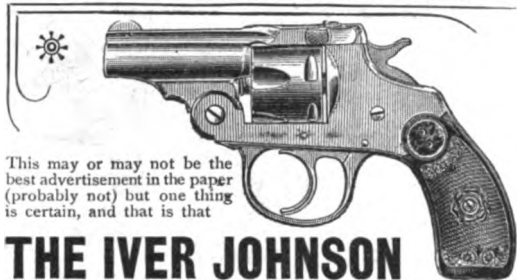
CYCLERS' SNAP SHOTS.—STATE ROAD BETWEEN INDIAN ORCHARD AND WILBRAHAM, MASS.

Photo. by W. L. Pease, Springfield, Mass.

THE clock-maker's business has to be wound up before it can be started.

WHILE many moderate wheelmen are riding the tandem, the scorcher rides on a tantrum.

The Best Advertisement



This may or may not be the best advertisement in the paper (probably not) but one thing is certain, and that is that

THE IVER JOHNSON Automatic Hammer **CYCLE REVOLVER**

is the very best revolver made,—we mean Best, and can prove our claim by comparison with any revolver in the world. This revolver is designed especially for cyclists and is used now by thousands of wheelmen throughout the country. In order to still further introduce same, we make a

SPECIAL OFFER TO WHEELMEN:

I. J. Automatic Hammer Cycle Revolver,
\$3.00 each. Cash with Order.

On receipt of order we will send same, postpaid, to any part of the United States.

These revolvers have a peculiar mechanism, so designed that the only possible way to explode the cartridge is to pull the trigger. Our fire-arms Catalogue explains fully—send for it.

Iver Johnson's Arms and Cycle Works,

Branches: New York,
Boston, Worcester.

FITCHBURG, MASS.

Rambler BICYCLES

\$60 POPULAR LIST PRICE \$60

The same men who have been making RAMBLER bearings—the most vital parts of a bicycle—for five years are now making '95 bearings.

YOU CAN ALWAYS BE SURE OF RAMBLER BEARINGS.

No one intending to buy a bicycle should miss seeing

No. 26 Rambler AND THE Rambler Gear Case

Agency List is filling up. Send application in today if you mean business. Address Department G.

Gormully & Jeffery Mfg. Co. CHICAGO.

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

WHEN SUMMER COMES.

When Summer comes the old earth dons a mantle of the fairest green,
The sunbeams dance in merry glee the tangled forest boughs between;
The happy mock-bird builds its nest where balmy south-born breezes blow,
And budding blossoms grace the vales where murmuring streams in languor flow.
At break of dawn the blue skies bathe, and fresh and fragrant dew-drops drip
On meadows fair with clover-bloom where joyous children gladly skip.
In sweetest song the robin wakes the sleep-kissed world to earthly themes,
And life is all a perfect round of joyousness and happy dreams.

JOHN BECK.

TOURING IN ENGLAND.

A number of members who have toured in England have replied to the inquiry of No. 100,104 as to expenses and information. Most of them found the expense ran from two to three dollars a day, and some say that it was but little cheaper than at home. Nearly all advise joining the "Cyclists' Touring Club," at an initial expense of \$1.08, so as to obtain reduced hotel rates and similar privileges, and their "Handbook and Guide," for a shilling, which is invaluable to the tourist, as it gives lists of hotels, consuls, repair shops, rates for meals, baths and the like.

The following suggestions are also offered by No. 109,063: If you use single-tube tires, take plenty of

plugs and tape, as they are hard to procure in England. The roads about Wiltshire are flint, and very hard on tires. Look out for thorns. Avoid drinking while riding, especially warm ale and beer. Bartholomay and Bacon road maps are best. Roads dry quickly in the country, though slowly in the towns.

ONE WAY TO CUT PRICES.

An English manufacturer advertises for six ladies to ride his wheels and show them to friends, and offers to supply six samples for this purpose at seven pounds each, the full "list" being twenty-three pounds. The question arises why he offers only six such bargains.

The dew falls in the evening,
And the leaves fall down through space,
But the learner on the cycle falls
Most any old time or place.

WHEELWOMEN not properly at-tired are subject to ar-rest.

WHEN a cyclist hears his tire hissing, he knows there is trouble in the wind.

"There is no rose without its thorn,"
No hedge without its briar;
And in some evil realm is born
A tack for every tire.

BE AS good as you would have your children to be.

THE L. A. W. Bulletin

AND Good Roads

A WEEKLY JOURNAL

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

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,
BOSTON, MASS.

EXCLUSIVE ADVERTISING REPRESENTATIVES:

CEYLER & DAVIS.

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

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

SUBSCRIPTION PRICE:

ONE YEAR \$1.00
Special Club Rate, to League Members only25

Editor: **STERLING ELLIOTT.**

Associate Editors:

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

APRIL 8, 1898.

CIVILIZATION AND WAR.

FOR nineteen hundred years, what we are pleased to term civilization has boasted of the remarkable spread of Christianity.

Doing good to those who spitefully use us has been held up to Sunday-school children as being the acme of perfect living.

Thousands of ministers all over the world have been preaching for hundreds of years that we should love one another.

On the supposition that we do not need them at home, ship-loads of missionaries have been sent to the heathen — so-called — to teach them the beautiful theory of turning the "other cheek."

We take great pains to advise our children not to fight; we pass laws to prevent men, who are fit for nothing else, from punching each other for the gate-money which, incidentally, comes from "civilized" men.

Individually, we are supposed to be exemplary citizens; to love that which is right; to do to our neighbor as we would have him do to us.

And yet, as the teachings of the noble Nazarine have become wider spread, we appropriate larger and still larger sums for the making of mammoth cannon, for the improvement of projectiles, for more destructive powder, and in training young men in

Sent to paid subscribers,.....	104,268
Filled in as many hotels,.....	1,006
Filled in Public Libraries and Reading Rooms,.....	1,166
To advertisers and exchanges,.....	560
Total number printed this week,.....	107,000

the use of all these damnable and inhuman evidences of our savagery.

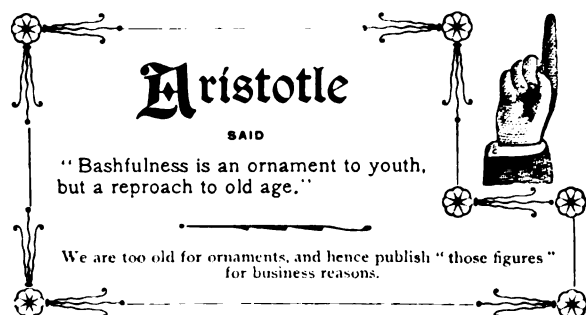
When other nations have made improvements in "shooters" we have taxed ourselves for heavier armor-plate to protect our "other cheek," and still heavier guns with which to puncture the cheek of the other fellow.

To a man from Mars, who had just been here long enough to get our theory, it would appear that the demand for war would naturally come from the un-Christian element, and that from ten thousand pulpits would ring out in no uncertain tones the cry for "Peace on earth and good-will to men." He would expect to see the followers of our meek and lowly Saviour using every effort to induce the "other element" to abandon its warlike position and do what could be done for harmonious prosperity.

But no! The gamblers — especially those who gamble on the price of bread and other necessities — have used every argument in their power to prevent war, while a great many of the "Christian" ministers have raised their voices for "blood," and, in a few instances that we know of, men who from their pulpits have condemned the practice of riding a bicycle on Sunday, pretend to believe that this country should plunge into a bloody war with Spain to "avenge" the death of the men who lost their lives in Havana harbor. If the past nineteen hundred years of peaceful teaching has resulted in hundred-ton guns and corresponding armor, what a glorious state of things awaits our grandchildren's grandchildren!

"If thine enemy hunger, feed him; if he thirst, give him drink; for in so doing thou shalt heap coals of fire on his head," seems to be accepted as a "theory," but when an opportunity arrives to apply it to a "condition," we find many of the very men who are looked to as leaders in these matters arrayed in favor of an "eye for an eye and a tooth for a tooth."

What may we expect of the "unthinking throng" when newspaper editors and others who have the



The **Klondike** RIGID BACK BICYCLE LANTERN

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

\$2.00.

Made by...

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

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



is just what you have been looking for.

Send for '98 Catalogue.

Special Offer to L. A. W. Members.

HIGH GRADE '98 MODEL

Recreation

\$35

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



Seamless 1 1/4 flush joint modern shaped, rigid frames with 1 1/8 inch head and D shaped rear stays, 7/8 tapered to 1/2. Beautiful finish, 24 inch men's and 22 inch ladies'. Fauber's '98 axles, Sartus ball retaining hubs, enameled rims, Excelsior spokes, 254 styles handle bars. Morgan & Wright tires, Bunker saddles. Rat trap or rubber pedals, complete with bag and tools. Send for Bike Book. Satisfaction guaranteed or your money refunded.

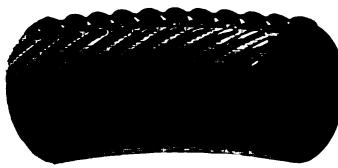
A. B. ELLIS MFG. CO.

60 to 72 Ogden Place,

Reference: Banker's National Bank.

CHICAGO, U. S. A.

THE NATIONAL SINGLE-TUBE TIRE



IS A **WINNER.**

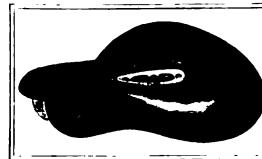
More speed with less power has been gained with the National than any tire in the world.

No fear of slipping. No mud on the back of rider. No punctures to mend. Nothing but ease and solid comfort. If you wish to make a record ride the National Tire. Send for sample section and catalogue.

THE NATIONAL TIRE CO.

204 Dearborn Street, CHICAGO, ILL.

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



The Perry

BACKED BY A REPUTATION.

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

THE HARRIS TOY CO., Toledo, O.

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

public ear will persist in this insane talk of war and the implements of war?

Bob Ingersoll was not wanted as governor of Illinois because he was an "infidel," and one of the reasons why Mr. McKinley was voted for was that he is a "Christian gentleman," and yet his attempt to settle with Spain on the humane and Christian-like basis was received in some quarters with derision.

A good way to prevent unnecessary war talk would be to fix things so that the men who did most in that direction should be obliged to stand in the front ranks in case war was actually begun; for it has been observed that the loudest talkers do not usually make the best fighters.

And, besides, in the language of Deacon Easy, "for them that really wants a war, that's what they oughter get."

"We have come to the conclusion," says Gen. Stone, "that a tire should be in measurement the square of the diameter of the axle at the shoulder."

Do NOT despise the humble. Even a cabbage may have a great head, and we have often seen a sage cheese.

A bill has been introduced into Congress to appropriate \$10,000,000 to be expended by the Secretary of War in constructing military and post-roads, the purpose being "to relieve the exigency of the times by giving employment to labor."

Before Everything Else.

A man first learns to ride, they say,
And when that trick he knows
And has it all down pat, he may
Procure some cycling clothes.
But her cycling suit a woman buys
Before she dares bestride
Her steed of steel, which then she tries
And, maybe, learns to ride.

THE WEIGHT OF BICYCLES.

A question which will be of interest to many wheelmen was recently settled in an eastern city.

A wheelman, member of the L. A. W., bought a bicycle, paid for it, and took it home. On weighing it he found it to be something over twenty-seven pounds, whereas the catalogue said that its weight was twenty-three.

Now, no one would claim that a buyer should accept twenty-three pounds of raw material when he had paid for twenty-seven, nor would he expect the seller to furnish twenty-seven when he had only paid for twenty-three. But here was a case where the seller insisted on furnishing four pounds more of finished product than the customer wanted.

The result? Well, as the return of money was refused, the matter was placed in the hands of an attorney, and suit was entered against the seller, who, rather than have the case go to court, accepted the wheel and returned the money which had been paid for it.

Quoth this wise one, to me it is plain
 That these argumentations on chain
 Simmer down to one point,
 And that is THE JOINT.
 Ride a Morse and so stay in the game.
MORSE CHAIN CO.
 TRUMANSBURG, N.Y.

RUNS → THIS WAY

The above enlarged outline sketch shows the construction of the Joint of our chain. One hardened steel pin rocks on the other without friction or wear. Send for further particulars.

MANY PEOPLE
 expect to buy bicycles at reduced prices in June. There will be no change in the price of

for they are absolutely high grade wheels and are worth the prices at which they are listed.

Price and Quality Guaranteed.....

CATALOGUE 98, containing
 "Care of the Wheel," sent free.

Western Wheel Works
 CHICAGO. NEW YORK.

THE MISSION OF THE L. A. W.

To one who has watched the growth of cycling and the history of the League, several things are apparent:

First. In the early days of wheeling an important effect of racing was to attract attention to the new pastime, and thereby aid its growth. Second. After cycling became a recognized institution, the prominence given to racing interests in League affairs became so great that the public supposed that the League was formed exclusively for the management of racing. Third. The League did not attract the most solid class of its members, and begin to grow rapidly, until it took up the Good Roads issue and pushed that forward as its great mission. Fourth. The great development of racing matters in 1897 has largely overshadowed the highway improvement question in the public press, unpleasant controversies have arisen, and the newspapers have filled the public mind with the idea that racing interests are paramount in the League. Fifth. If the League is to continue its growth, or even hold its own, it must disassociate itself from racing, and find a mission that will bind to it the best cycling elements of the country. Sixth. Renewed attention to the cause of Road Improvement, the development of Touring Interests, and the fullest possible protection of Wheelmen's Rights should be its chief objects. The State divisions do good work as far as they go, but something more general and com-

plete is needed and, to furnish it, a Bureau of Touring Information ought to be established.

The percentage of members who annually fail to renew their membership is entirely too large. Some few fall out because they do not "get enough for their dollar," but the majority lose interest in the doings of the organization because, first, of its sin of commission in identifying itself so closely with racing, and, second, on account of its sins of omission in failing to devote itself with sufficient energy to those things in which they are most interested, and which tend to promote *the welfare of cycling as a pastime.*

A recent number of the *Bradford* (England) *Observer* recounts how a boy, residing in that vicinity, threw a stick into the wheel of a passing bicycle. The cyclist dismounted, gave chase, overtook and was about to punish the urchin when an outsider presumed to take the boy's part. It was finally agreed to take the youth to his father who, on being told that the only way to escape a County Court action was to make the boy the object of summary jurisdiction, took a stick and did so to the complete satisfaction of the injured cyclist.

WITH so many cyclists crowding the rural highways, the country inns are once more in it.

IT ALWAYS seems as though a stretch of bad road stretches farther than a stretch of good road.

The Only Inner-Tube Tire
 that will fit any rim, and stay there, is



THE RUSH

A DETACHABLE TIRE
 THAT REQUIRES
**No Wires, No Cement,
 No Vulcanizer.**

At a pinch can be repaired with a postage stamp.

If you are open to reason, 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.

A Great Offer

If L. A. W. member No. 169,11 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 Best Lamp in the World

for Bicycles and Carriages is the

"THE BRIGHTEST LIGHT THAT EVER CAME OVER THE PIKE."

THEY ARE THE
LAMPS TO BURN

ACETYLENE GAS.

CANNOT Jar or Blow OUT.

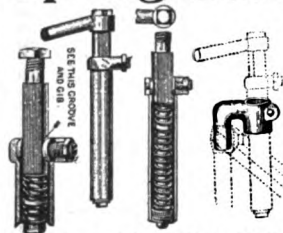
NO Dirt, Smoke, Danger, Grease.

Throws light 100 feet ahead and cannot explode. Price, with one can of carbide, **\$4.00.** Sent prepaid to any part of United States on receipt of price. Write for 16-page Catalogue.

THE BADGER BRASS MFG. CO.

Kenosha, Wis.

The Berkey Adjustable Spring Seat Post



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

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

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

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

At all dealers, or by sending direct.

BERKEY SPRING SEAT POST CO. - - - Grand Rapids, Mich.

A Lively Time.

Hickory, dickory, dock,
 The mouse ran up the clock;
 The sun ran up the thermometer,
 And the cyclist his cyclometer
 By racing around the block;
 Hickory, dickory, dock.

THE TERRIBLE BICYCLE.

Nowadays when the press and people are saying so many good and commendatory things regarding cycles and cycling, the discovery has been made by a few grumpy editors that the only way to attract any particular attention to their words is to radically differ in opinion from the great majority. And so they feel it is their duty to warn the unsuspecting public against the insidious bicycle.

The **L. A. W. BULLETIN** does n't intend to let any of its contemporaries outdo it in any way, and so it desires to give the public a job lot of tested and up-to-date warnings that one can bet on every day in the week excepting Sunday.

Persons desiring to be troubled with insomnia are warned not to ride the bicycle. It seems to be almost fatal to sleeplessness. Scores of persons have tried to mix the two, but without success. If you wish to lie awake nights and hear the clock slowly ticking off the centuries that must drag by before daylight puts in an appearance, don't buy a wheel. Persons who ride the bicycle properly sleep "like a log" when they get a good chance.

If you have a special fondness for a poor appetite,

dyspepsia, indigestion and kindred things, you must avoid cycling as you would a pestilence. Cycling engenders a big grizzly appetite, and is likely to make your grocery bills lots higher, to say nothing of throwing your family doctor out of his job.

If you insist on being tired mentally, flabby physically, and disagreeable generally, we warn you against cycling. For somehow or other the exercise of riding a bicycle, the many pleasant sights a trip a wheel is sure to present, and the general air of pleasantness and goodness the world brings to one who views it from a comfortable saddle, are such as to make a pessimist bury his burden of unrest and the bilious mortal to forget his growling. All such persons are hereby warned not to ride the bicycle. It will prove fatal to their pet possessions.

A WOVEN-WIRE PATH

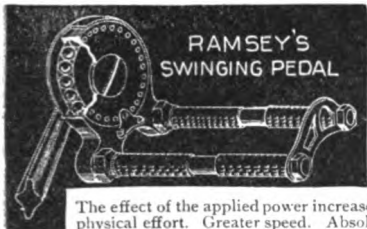
is proposed by a correspondent. He claims that such a path would not hold mud or tacks, and could be used in all kinds of weather, but that he does not know what it would cost.

We estimate the cost to be about the same as a first-class macadam road of average width.

HE WHO puts off cycling till May is the biggest April f—l.

IT IS pretty hard for the man wearing the high silk hat to convince himself that he is not entitled to a little more than half of the car-seat.

A MARVEL IN BICYCLE DEVELOPMENT.



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

Patents pending throughout
 America and Europe.

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

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



WHY THEY LEAD THE FIELD.

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

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

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

OUR NEW '98 CATALOGUE SENT FREE.

NEW BRUNSWICK RUBBER CO., New Brunswick, N. J.
 NEW YORK, CHICAGO, BOSTON, BUFFALO,
 90 Reade St. 56 Fifth Ave. 207 Congress St. 94 Pearl St.

THE NORTHAMPTON

"The Slickest Wheel That Whirls"

Easy Running, Well Made and Handsome.
 We challenge comparison. Write for terms.

NORTHAMPTON CYCLE CO., NORTHAMPTON, MASS.

A. R. JUSTICE & Co., 718 Chestnut St., Philadelphia, Pa., Agents for Pennsylvania, New Jersey and Delaware.
 REID & HUGHES, Waterbury, Conn., Agents for Connecticut.
 F. SCHWANHAUSSER, 63 Barclay St., N. Y., Agent for Greater N. Y.
 NEW YORK EXPORT AND IMPORT CO., 56 Pine St., N. Y., Sole Exporters
 C. J. LEWIS, 59 Washington St., Providence, R. I., Agent for R. I.
 J. H. DERBYSHIRE, Richmond, Va., Agent for all Southern States.

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.

Interesting.

The paper comes; I read it through,
 And all the household read it, too.
 So bright it is, if tossed out-door,
 The rain will o'er its columns pour;
 Which proves, of course, right in a minute,
 There's not a single dry page in it.

THE HASTY INVENTOR.

A large proportion of bicycle inventors come from those classes of people who know little or nothing about cycles. They are frequently persons who have just learned to ride, and imagine that they have discovered some radical defect in existing types which they can easily remedy, or some weak point that they can improve; or, they conclude from a more or less casual observation of wheels and wheelmen, and perhaps some knowledge of mechanical construction, that bicycles are all faulty in form and need to be built on radically different principles.

These inventors, as a rule, go ahead after having made little or no investigation, and generally repeat designs and ideas that have been developed and proved worthless in the past, and when they do produce anything new, it is usually remarkable only for its worthlessness. It thus transpires that much time, ingenuity and expense are wasted in developing "improvements" that are not improvements at all.

Many of these geniuses seek fame and wealth in radical assaults upon all that experience has proved valuable in cycle construction; we may expect to have with us always those whose gears "increase

and develop power," who are ready to substitute some superior foot-action for the homely, old, reliable rotary motion, or have designed an "eight-inch crank with a six-inch throw."

Valuable inventions sometimes come like inspirations to the observing, for real inventors are, in a way, "born, not made"; but improvements in bicycle construction are usually produced by the practical, experienced and well-informed man who is able to give time and attention to the subject, and who does not mistake every freak and fad for an invention that will revolutionize the cycle world, — and of many such there is need.

NEW PENNSYLVANIA ROAD-BOOKS.

The Pennsylvania Road-Book for 1898 has been issued in the form of two pamphlets suitable for the pocket, size 7 1/2 x 4 1/2, with flexible cloth covers, one being for the Eastern and the other for the Western section of the State. The price to Division members is twenty-five cents; to members of other Divisions it is thirty-five cents, and "no copies sold to non-League members at any price." Each volume contains a key-map to both books. Most of the maps are of double page size, and appear very complete and carefully arranged. A number of tours to points outside of the State are given, with index and titles of maps and full town index. They were very carefully compiled and arranged by W. W. Randall and Carl Hering.



Handsomely lithographed in colors on heavy steel.
Length, 20 inches; weight, 22 ounces.



Practical Patriotism

May be shown by the

L. A. W. "HELPING HANDS."

They furnish valuable information to the traveler at the exact moment when he needs it, and at the same time call his attention to the organization which places them for his guidance.

CHIEF CONSULS AND OTHER OFFICERS: The L. A. W. Guide Boards will help you to get members by advertising the L. A. W. in your State.

PRICES

In lots of 50 or more, 35 cents each. : : : : Less than 50, 40 cents each.

Above calls for hands unlettered except the word "miles," which is on each one.

In many instances a local sign painter, who is a member of the L. A. W. (or ought to be), will do the lettering cheaper than we can, but, when desired, we will letter them for 15 cents per sign extra; if the order is for fifty or more, we will make the lettering 12 cents each. We deliver to any transportation company in Boston. Please be sure to state whether you will have them shipped by freight or express. Also, state whether they are to point to the right or left as you stand facing them. "Original packages" contain 50,—25 pointing each way.

Address BULLETIN OFFICE.

ENGLAND'S L. A. W. COMPARED.

BY FRANCIS S. HESSELTINE,
American Representative of the Touring Club de France.

I wish to correct a wrong impression given in an article in the BULLETIN, of March 25th, headed "England's L. A. W." Members of the L. A. W., and others cycling abroad, ought not to be misinformed in regard to joining foreign Clubs. I do not think Mr. Pennell wished to misrepresent the facts about the Touring Club de France, but he was not correctly informed about it. I have written to advise him as follows, and I am writing it to the BULLETIN for publication, that the people may know the facts:

"It is not true that there are annoying formalities in joining the Touring Club de France, or that it costs more to join it than any other Club. There are no formalities in joining the Touring Club de France other than to sign an application giving name and residence, and forwarding the same through me or direct to the Club at Paris. References are not even required; my endorsement upon each application is sufficient.

"It does not cost more to join the Touring Club de France than any other Club. The membership fee is five (5) francs, one (1) franc additional to members in America for postage of the *Revue Mensuelle*, the monthly magazine. The *Annuaire*, valuable for those wheeling in France, costs one (1) franc additional. This membership admission gives you also, free, the insignia pin.

"The Club publishes a number of guide-books, and hundreds of itineraries, not only of France but of other countries, and I refer you to the *Annuaire* for 1898 for a list of them.

"I first arrived in France at Boulogne-sur-mer without my ticket, and I received the benefit of taking my wheel from the custom-house, and going to the post-office afterwards and getting my ticket and reporting to the government office. At Bale, in Switzerland, I passed some Princeton students by the Swiss custom-house by assuring the officers that my companions were members of the Touring Club de France, and had their tickets in the city,—which tickets they afterwards got and had certified.

"I have traveled with persons, members of the Cyclists' Touring Club of England, who were not admitted across the Swiss or the Italian frontier without paying duty. The Touring Club de France is under bonds to the Italian, Swiss and Belgian governments, so that members of the Touring Club de France may pass their wheels without duty into each of these countries. The Touring Clubs of these countries (also Denmark) mutually exchange privileges with the Touring Club de France, so that this Club is an International Club, and a member derives all the benefit that is possible in joining a foreign Club."

One of the features of some of the 1898 pedals is that they are self-balanced. The plate for the foot is always kept facing upwards by a weight below.

**HALF CYCLING TIME
 YOUR CYCLING TIME IS DARK**

**MAKE IT LIGHT WITH
 1898 MODEL
 20th CENTURY HEADLIGHT**



THE 20th CENTURY CYCLOMETER IS A GOOD ONE.

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.

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.

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.

LUNCHES FOR CYCLISTS.

Cycling is so invigorating that riders are in a state of perpetual hunger, and jump from their wheels ready to eat the first thing offered, writes "A Mother of Riders." Her experience in providing for the wants of cyclists leads her to offer the following suggestions:

First of all, be sure that an abundance is provided. Baked apples and hot gingerbread with cocoa or milk make an excellent lunch, or soup with light biscuit and fruit. In summer, plenty of fruit, home-made root beer and thin slices of bread and butter are good. After an evening ride in spring or autumn, scalloped oysters, hot cocoa and light cakes are satisfactory, or berries and wafers with milk or lemonade. Do not eat before starting, or drink hot lemonade, which opens the pores of the skin and makes the throat tender. Always come inside for a few minutes after dismounting, until the first glow wears off. If anything is desired in the mouth, use raisins, which are very nourishing.

A SPRINKLING ORDINANCE.

Madison, Wis., has in force the following law on the subject of street sprinkling:

Sec. I. It shall be unlawful to sprinkle by means of horse sprinkling cart, the entire width of any paved street or avenue in the city of Madison, except in manner as follows: On paved streets or avenues that are over thirty-three feet in width from curb to curb, not more than one-half of such street or avenue shall be sprinkled at any one time, and a sufficient time shall elapse before the other half of such

street or avenue shall be sprinkled, as will permit the partial drying out of the side already sprinkled, so that such street or avenue shall be in proper condition for use for all purposes and at all times; on paved streets or avenues that are thirty-three feet or less in width from curb to curb, a dry strip four feet in width exclusive of the gutter, shall be left upon one side of such street or avenue, but in next sprinkling such street or avenue, said dry strip shall be left on the other side of such street or avenue, so that such street or avenue shall be in proper condition for use for all purposes at all times.

Sec. II. Any person violating the provision of this ordinance shall be fined no more than five dollars for each offense.

Sec. III. It is hereby provided that all contracts for street-sprinkling hereafter made by the city of Madison, shall contain conditions appropriate to Section I. of this ordinance.

IN BUYING a bicycle look over its good points and don't overlook its poor ones.

PERSONS troubled with shortness of breath should avoid longness of rides.

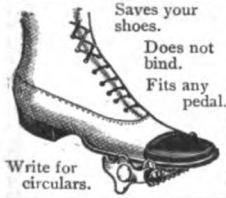
No. 71,460 writes to the League Secretary, "In giving me a new number you have duplicated exactly the number on my watch-case. What odds will you give me that it ever happens again?"

With the demand for any class of goods the facilities for producing them are increased. So with roads. As the demand for improvements has grown, new machinery and better methods have developed, so that good roads can be built more cheaply than ever before.

An Even Exchange

Send us your old pair of pedals and \$1.50 and we will send you a new pair of 1898 BRANDBURG PEDALS, charges prepaid.
Send for catalog.

OAKMAN BRANDBURG CO., Greenfield, Mass.



Write for circulars.

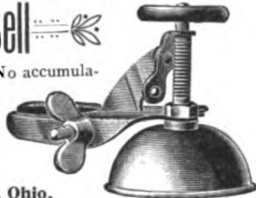
Saves your shoes.
Does not bind.
Fits any pedal.



It has clinch enough to keep the foot from jarring out.
FOR CYCLISTS.
For Ladies or Business Men.
See your dealer or send 35 cts. for sample.
The L. C. Howard Co., Grand Rapids, Mich.

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.

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.



A New Mesinger Special....

is by far the best of this type, because it has our rattan base with the healthful opening. The rattan is so woven as to give a peculiar flexibility to the sides. Presents a soft, yielding side surface to the leg when pedaling, is as comfortable as a cushion, and the handsomest saddle ever made. Price \$3.00. Sent 30 days on approval.

MESINGER BICYCLE SADDLE CO., New York.

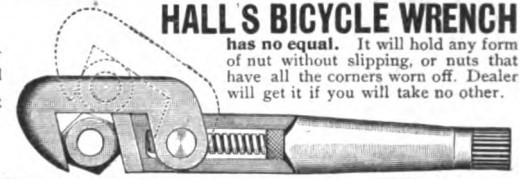


L. A. W. VALVE

No Spring to Pump Against.
Plunger acts positively, independent of cap, thus making a double seal. 15 cts.

BONSILATE BOX CO., Hartford, Conn.

Price reduced.
A liberal discount to the trade.



HALL'S BICYCLE WRENCH

has no equal. It will hold any form of nut without slipping, or nuts that have all the corners worn off. Dealer will get it if you will take no other.

SAMUEL HALL'S SONS, 229 West 10th St., NEW YORK.

HORSELESS
carriage made by coupling two bicycles together with the "Barto" Automatic and Self-Regulating Coupler. Price, \$20.00. Send for catalogue.
THE SPECIALTY SUPPLY CO., 150 FIFTH AVE., NEW YORK,
Manufacturers of the EXTRA Handle-Bar Grips and NEW Automatic Bicycle Balance, etc.

WHEN SHE'S AWAY.

NIXON WATERMAN.

WHEN the good wife's away for a visit
And stayeth a week or two,
Pray tell me, good people, what is it
That maketh the home so blue?
There are ghosts from one end to the other,
In parlor and chamber and hall,
Oh, tell me why is it, my brother,
The gloom overspreadeth it all?

"She's gone!" all the stairs fairly shriek it;
"She's gone!" saith the key in the lock;
"She's gone!" how the doors seem to squeak it;
"She's gone!" sadly ticketh the clock.
The plants at the pane turneth yellow,
Their souls sigheth low through the room,
And home that was sunny and mellow,
Becometh a cavern of gloom.

Do you know, I've a notion that heaven
Would really be sorriest hell
With never a woman to leaven
The place with her magical spell.
And I'm sure I'll be awfully dreary
Up there in those mansions above
Unless they're made gracious and cheery
With smiles of the woman I love.

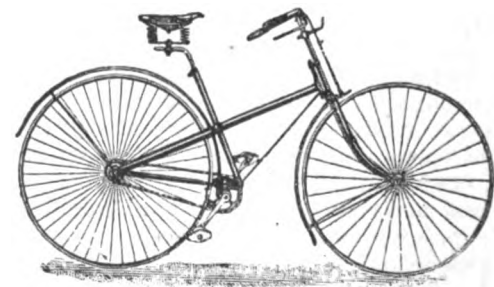
EVOLUTION OF THE CYCLE.

XVI. The Modern Safety.
1886-1896.

When the Kangaroo made a name for itself in 1884, one of the first wheels to successfully follow it had been the Rudge; this latter machine had been built on rather more graceful lines, and had

quickly made for itself a name almost as great as its prototype. It thus came about that these two machines were often linked together in the public mind, and the term "Kangarudge" was not infrequently used to designate the type they represented.

In 1884-85 the "Kangarudge" patterns had been almost universal, but 1886 saw the Rover type begin to rapidly displace them. At first the new machines were of all conceivable designs; but, by 1887, the trade generally settled down on a plain Cross Frame,



CROSS FRAME. — 1888.

as apparently the simplest and best form of construction. The earlier ones — 1887 — did not have the light stay rod which, in 1888, was generally placed between the neck and crank-hanger, as shown in the cut. The first of these stay rods were attached to the backbone some few inches back of the neck, instead of being carried to the neck itself, and it was not then uncommon to have backbones break between the neck and point of connection.

WHEN IN DOUBT BUY A **Straight-Turner Gasolene Brazing Forge**



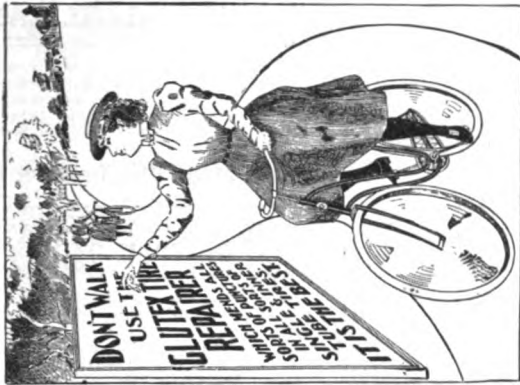
THREE YEARS OF SUCCESS
 HAVE PROVED IT THE BEST.

For Sale by all Jobbers of Bicycle Material.

MANUFACTURED BY

THE TURNER BRASS WORKS,
 133 Kinzie St., Chicago.

Send for Book.



Price 35 cts.; of dealers or by mail.
HEATON PATENTS CO., Providence, R. I.

Are You Of... **Getting Tired** Your Old Bicycle?

WOULDN'T YOU LIKE TO

EXCHANGE IT

ON AN EQUITABLE BASIS
 FOR A NEW ONE?

If you "Feel That Way," write to

T. B. TERRY & CO.

820 Jefferson Street,

TOLEDO, OHIO.

We Are Not Stingy

No one is stingy when it comes to giving advice.
 But those who follow our advice will profit by it.

BEN-HUR BICYCLES

are "Better than Ever,"
 and we advise everyone
 who does n't know them
 by reputation to investi-
 gate before buying some
 other make. Send for cat-
 alogue. Our Trade Mark
 is a symbol of excellence.



BEN-HUR BICYCLE CO., Indianapolis, Ind.

The patterns of 1887 were also innocent of anything in the way of rear forks, not having even light stay rods between crank-hanger and rear axle, and the front forks were perfectly straight. Altogether the machines of that year were very crude, and it seems surprising that they should have made much headway. The 1888 patterns were better braced and stronger, having a stay rod from neck to hanger, and others from hanger to rear axle. Front forks



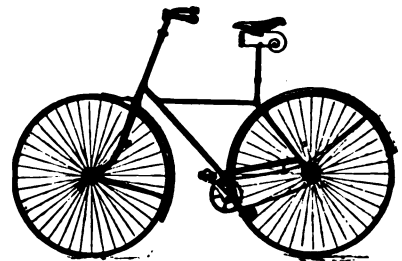
SEMI-DIAMOND. — 1889.

were curved, and made the machines more graceful. A hinged head, working in lugs behind the neck tube, was still in use, and the pull-to style of brake used on the "ordinary" was just beginning to be replaced by the plunger brake with hinged spoon.

The 1888 frame was thus an improvement on that of 1887, but it was still weak. The stays first used were only quarter-inch rods, which but imperfectly performed the duties assigned them, while the sad-

dle pillar was wholly unsupported. These conditions led to a change by which the rear portion of the frame was more efficiently braced, and what is known as the Semi-Diamond was developed. A triangle of hollow tubing was constructed, making a comparatively rigid connection for saddle, rear axle and crank-hanger. This was excellent, but its connection with the front frame was allowed to remain weak, for only a single, centrally-placed tube connected them. True, some makers ran a light stay rod above from neck to saddle post, and below from neck to crank-hanger, but these rods were very inefficient for the purpose, and radical change was necessary.

As far back as 1885-86, Starley Bros. produced a safety with a true diamond frame. It was an attempt in the right direction, but too crude to prove successful; the top tube joined the lower tube behind the head, making a weak spot there, and the lower stay rods connected the lower tube, above the crank-hanger, with the upper stays above the rear hub. The general plan of construction was good, but it was not properly worked out



ORIGINAL DIAMOND FRAME. — 1885.

SMASH UPS



The Rubber Spool Spins.
sometimes cost lives as well as wheels.
Faultless Roller Brakes
avoid 'smash ups, cost but little,
won't hurt tire.

WON'T HURT THE TIRE

Hand, complete, \$2.50. Foot, complete, \$1.25.
With Coasters, 25 cts. extra.

If your dealer has n't them, drop postal for booklet

FAULTLESS ROLLER BRAKE CO.

Baltimore, Md., U. S. A.



SAVE CLOTH AND SELF-RESPECT by wearing "Out of Sight" Guards. Sold by dealers; not given away. Agents wanted. Send 10 cts. for a pair to "O. O. S." Trousers Guard Co., Fall River, Mass.

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.

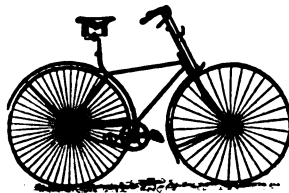
EDWARD MILLER & CO., Meriden, Ct.

New York Store, 28 W. Broadway.

Boston Store, 63 Pearl Street.

so as to secure the bracing effect that was intended, and the machines did not get into general use.

Experience with the Semi-Diamond pattern showed the advantage of a well-braced rear frame, and led to the use of two tubes for the front frame, thus developing the full diamond frame, so-called. The first ones, in 1890, had so short a head that the frames were almost as true diamond in shape as Starley's earlier machine had been; but, as the head became longer each year, the front of the diamond became more open, and the name so much the less accurate, but it has always been retained to describe this style of construction.



LOW CURVED DIAMOND.—1890.

The frame was at first very low, and the cross tube connecting the top and bottom tubes was curved to follow the lines of the rear wheel, and the steering head was still of the hinged variety. The Referee, however, appeared with ball socket steering, and a short, very light, diagonal brace from saddle-post clamp to top tube. It became very popular; was much copied, and served as a model for 1891 machines, the principal changes then introduced being a somewhat longer head and a slightly higher frame.

In 1889, J. B. Dunlop, a veterinary surgeon of



ADOPTED by the Department of Public Safety of Philadelphia, and pronounced by the officers to be without equal.

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

The Lovelock

SADDLE CO., (Inc.)

631 Walnut Street, Philadelphia, Pa.

Price, \$3.00.



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.



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.

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.

Belfast, had constructed a hollow tire into which air was forced by means of a pump. A thin, endless rubber tube held the air, and a tough outer casing or shoe, of canvas and rubber, covered and enclosed the air tube. This, in turn, was cemented to the rim, thus providing an air cushion instead of a solid rubber tire. Experiments quickly showed that these pneumatic tires provided most luxurious riding, and added about two miles per hour to a rider's speed. These facts established their popularity, and they rapidly came into use.



LOW STRAIGHT DIAMOND.—1892.

The first pneumatics, however, were exceedingly complicated and, after having been punctured, could only be repaired with great difficulty. This led I. W. Boothroyd to devise something much simpler, and, by cementing the air tube fast to the inner side of the casing, produced a "single-tube" tire, so-called, which could be far more readily repaired by means of solution and plugs.

In those days punctures were infinitely more serious than they are now, and pneumatics were very expensive. Plain rubber tires were thereupon enlarged in size to 1 1/4 and 1 1/2 inch, and a hollow core of about a half-inch was left in them. These

\$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.

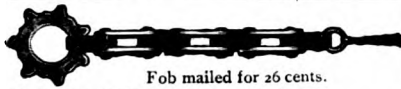
Drop forged joints. Choice of finish. M. & W. Tires.

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.



Fob mailed for 26 cents.

Indianapolis, Ind., U.S.A.

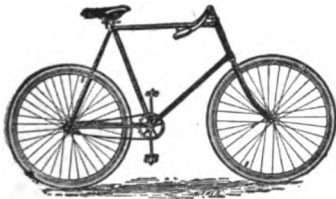
Makers of the well-known **INDIANA CHAINS.**
 Write for prices.

INDIANA Chain Co.



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.

were "cushion" tires. They were much superior to the solids, and were less costly than pneumatics, but they were not so comfortable or fast.



HIGH DIAMOND.—1896.

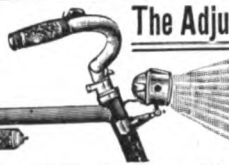
The best one produced was made in the form of an arch, instead of being round with a hollow core, and was faster and more comfortable

than the ordinary pattern. For a few years cushions had quite a foot-hold, but were then entirely superseded by pneumatics, which were being constantly simplified and improved.

The prevailing type of wheel in 1892 differed from that of '91 mainly in having straight lines; a longer head; a lower crank-hanger; the saddle placed farther behind the work, and it was shod with pneumatic tires. In 1893, frames were built a trifle higher, and a fad for "built to reach" machines began to develop. This lasted for about a season, and accelerated the movement toward higher frames, so that, in 1894, the makers began to turn out several different heights. In '93 the demand for lighter weights had begun to be felt, and for three years the rivalry to turn out light wheels was the most marked feature of the trade. This culminated in '95, when strength was sacrificed to lightness. The next season saw the high-frame safety of reasonable weight, which is at present the standard type.

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.

20th CENTURY or M. & W. LAMPS,

1898

- 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.

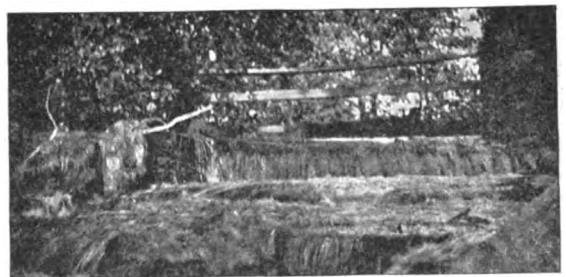
OUR PRIZE OFFER Did you see it in last week's "BULLETIN"?
 Three prizes for three best mileage records on **League Tires.** Write for particulars.
NEW YORK BELTING AND PACKING CO. (Ltd.)
 25 Park Place, New York.

Fowl and Fair.

For hissing geese I have no use;
 Their actions raise my dander,
 But ah, I love a proper goose
 And all her propaganda.

There are lots of pleasant sights for those who have pleasant eyes.

THE heart should be big enough to hold more than the pocket.



CYCLERS' SNAP SHOTS.—FALLS AT MIDDLEBORO, MASS.
 Photo. by Bert A. Thomas.

Six inches of macadam on a properly crowned and thoroughly drained bed, eight feet wide, and smooth dirt tracks on either side, give a good and cheap road equal to the needs of many parts of the country.

SWEARING is a bad cuss-tom.

Clarke's Metal Puncture Disc and Tool



The only positive device known for repairing punctures in single-tube tires without the use of cement or other sticky preparations. The plugs simply consist of two brass buttons or discs held together by a threaded stem, and when screwed down makes the patch absolutely air tight. The inner disc is screwed on the taper end of the tool and inserted in the puncture, the tool is then withdrawn, the end reversed and the outside disc screwed on. They can be put in or taken out in twenty seconds or less, and they do not in any manner injure the tire or effect the riding qualities. It is the only device with which a lady can repair a puncture and do it as easily and effectually as an expert repair man and without soiling the hands. It is the most meritorious device made for the purpose, and is far superior to the old-style method of patching punctures. It's the best friend single-tube riders can carry with them. Sold by Cycle Dealers. Price 75 cents. Postage prepaid.

S. M. CLARKE & CO.
MANUFACTURERS.

Office, No. 809 Chemical Building, St. Louis, Mo.

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

OLIVE BICYCLES

\$50 — \$75.

Catalogue, giving a complete description of our entire '08 line, now ready for distribution.
OLIVE WHEEL CO., SYRACUSE, N. Y.

A BAD CASE.

The average road is at its worst as the winter breaks up and the frost works out of the ground, and the worst is pretty bad. Broken wagons and carriages are a common occurrence, but it is not often that these accidents are caught on the spot, as has been done by No. 127,907 in the accompanying picture. He says that it "illustrates an incident of a short drive



on Pennsylvania roads. The accident occurred at Forest Lake, near Montrose, county seat of Susquehanna county. The picture speaks for itself, and quite pointedly shows the influence of bad roads upon good wagons."

HONOR thy son and daughter if thou wouldst have them honor thee.

You can't be mean and happy any more than an apple can be sour and sweet.

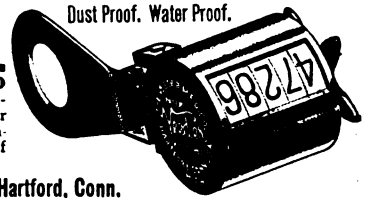
Narrow tires should be taxed out of existence.

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.



Embossed Silver-Mounted Handles

are original with us. Handsome, Strong, Durable. Just the thing for the retail trades, or for manufacturers looking for special designs.



By mail, 25 cents per pair.

BONSILATE BOX CO., Hartford, Conn.

IN SO MANY WORDS.

The DAVIS BRAKE WILL NOT INJURE THE TIRE.

Send for our new red book. Free.

DAVIS MFG. CO., Indianapolis.

Initial Tension Expansion Spring Seat Post (PATENT PENDING)

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

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

Well Understood.

The burlesque queen, as a vagabond,
Will never be brought to court,
For in the show we see, you know,
Her "visible means of support."

MAMMOTH L. A. W. EMBLEMS

in colors for decorative purposes. We have often had calls for the League emblem in larger sizes than were heretofore printed. We now have it 23 inches in diameter, printed on heavy stock 31 inches square.

The colors are red, a deep bronze blue and black, making a very striking combination.

It is just the thing for halls and club rooms, works in well with flags and bunting, and by trimming off the margin it is just the size of a bicycle wheel inside the rim. These large emblems attached to each side of the wheels, and revolving with them, make an effective decoration for parades, etc.

One of these poster emblems by mail postpaid, 25 cents; for each additional one ordered at the same time, 10 cents. BULLETIN OFFICE.

When tires are thin, the roads break in; when tires are wide, good roads abide.

A new theatrical bicycle club has been formed in New York city. Its members are attaches of the various theatres.

NO ONE can be true to God and false to man.

Looking Both Ways

If every one thought alike, the Fowler Cycle Works would get all the orders in the United States for '98 bicycles. If all men were of the same opinion, they would all want to marry the same woman. If we all thought alike, tallow dips would be in use for light. If we all thought alike, our ads. on this page would be the only one in the book, but we don't, and there you are. Our articles entitled "A Personal Appeal" and "Is this Life," have brought forth more favorable and adverse criticism than any one we have yet written. To those who liked the ad., — thanks. To those who did n't like it, — thanks. Your criticisms for and against gave us good ideas and we are going to use 'em. The principal thought in the "Personal Appeal" was to impress on the readers of the L. A. W. BULLETIN, that if Frank T. Fowler was experimenting with his new "Direct to the Rider One-Profit Policy," he was doing it with his own money and not with some one else's, and you were asked to judge if he would take the chance of losing what he had by making a bicycle of inferior quality and workmanship to save a dollar or two. The "Is this Life" article was simply a timely warning that if our former agents and friends did not speak well of us, you knew why. Successful advertising to please all and bring sales, is more difficult to us than how to build first-class, up-to-the-minute, high-grade, satisfying bicycles that will appeal to all who see them. Nothing would please us better than to have every reader of this page feel certain in his own mind that Fowler is a good bicycle man, means to and does do right by the people who buy his goods. If you knew how earnestly we tried to do right, how thoroughly honest are our intentions to give purchasers exactly what they think they are getting; if you knew as well as we do the absolute worth of the '98 Fowler, as compared to the '98 standard models of other makes, we would not be able to take care of 10 per cent. of the business we would get. If our advertising don't exactly satisfy you, we know our bicycle will. — but that is our business building bicycles and not writing ads.

Rays of Truth

From Our Truthful Catalog

A business honestly and actually conducted on the "Maker to User" plan, gives assurance by such plan that the purchaser is paying but

ONE HONEST PROFIT.

But in order to be wholly successful, the manufacturer must continue honest with his patrons.

PUBLIC CONFIDENCE IS THE ONLY FOUNDATION

upon which a business can be built up and continue successful.

I have never knowingly made a misstatement regarding my Wheels, and have conscientiously tried to do "the right thing" by every rider of the "Fowler" in 1893, 1894, 1895 and 1896. and of the "Trinity" in 1897, having been the builder of these Wheels during the years mentioned.

It is only by selling "Direct to the Rider" that we are able to give you Fowler quality for \$43.50.

OUR PLAN,

which you have read, must appeal to your good sense,

YOUR GOOD JUDGMENT

and your pocketbook. Our plan is the only one whereby a Bicycle builder can

RETAIN QUALITY and REDUCE PRICE.

Absolute Knowledge of and Confidence in our

QUALITY DESIGN FINISH

suggest to us the Query:

WHY

shouldn't we guarantee our wheels longer than sixty days? **WE DO GUARANTEE THE FOWLER 1898 MODEL FOR THE CURRENT YEAR.**

To save time, trouble and expense, please bear in mind that we have

**NO "CONFIDENTIAL" PRICES.
NO INSIDE PRICES.
NO "QUANTITY" PRICES.**

"Direct to the Rider" means ONE PROFIT. We have but one profit-one policy — one price — \$43.50.

Riders of the 1898 Fowler do not pay bad debt losses, or the many expenses incidental to agent-sold Wheels.

Now the reason why we can sell The Fowler for the price we do is because we save a purchaser JOBBERS', AGENTS', RETAILERS' PROFITS, which are 25 to 60 per cent. on each bicycle; bad debt losses; traveling and racing men's salaries and expenses; immense advertising bills; contingent expenses, and the maker's "guess margin," which is 5 to 20 per cent.

Our Wheel is sold with the distinct understanding that if it is not exactly as represented, you may return it and get your money back.

We pay no agent's commissions. What we save, **you** save when you buy The Fowler for \$43.50.

"Direct to the Rider" means ONE PROFIT.

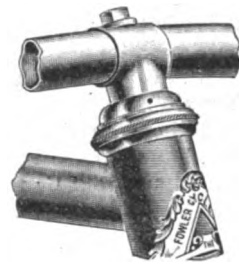
There is n't a better wheel built than The Fowler, no matter what its price.

If that neat, stanch, superb combination of steel, rubber, wood and leather across from this page could speak, it would say:

"I am the most satisfying, honest clean-cut modern bicycle you ever saw. I am wholly able to serve you faithfully and well — just give me a chance and I'll prove it."



NAME PLATE. — A thoroughly neat, chaste silver name plate is in harmony with other points of the 1898 Fowler.



HEAD. — Practically dust-excluding, strong, especially neat, easily adjusted; 3-16-inch balls. No unsightly nuts or clumsy clamps. Handle Bar sets down close on frame, making it more rigid and neat. A truly flush "head set."

Do you want to give or save money? Our Catalogue tells which — want one?

FOWLER CYCLE WORKS

130 to 136 W. Washington St.

... CHICAGO ...

A \$5.00 PRIZE EACH WEEK

Bulletin advertisers as seen by Bulletin readers

...A NOVEL PROPOSITION...

...WE WANT YOUR OPINION...

There are experts.

And then, again, there are men who think they are experts.

All good people, perhaps, —
But not *the* people.

The advertiser who tells his story in the L. A. W. BULLETIN does n't make any more money on a bicycle or other article sold to an "expert" than on one sold to a farmer.

Then, what he really wants is the opinion of all people who read the L. A. W. BULLETIN, experts included.

To advertise
We know is wise,
And just the proper caper;
If you'd have fame,
Why keep your name
In some good living paper.

It has been said that nearly all progress in medical practice has come about through the carelessness of patients;

So all knowledge of the science of advertising comes from the conduct of buyers.

But that is a slow process.

A certain ad. does n't pay;

The advertiser may find that out in time.

But why?

That is what he wants to know.

The people who are not attracted favorably by any given advertisement are telling the L. A. W. BULLETIN *why* they are not.

We tell the advertiser, not what *each one* said of his ad. but what the consensus of opinion was, so that he may profit by that information.

A little bit of printers ink
May cause a multitude to think,
And bring you in a pile of chink.

The writer of the best letter referring to advertisements in March 18th issue was Louis E. Asher, of Peoria, Ill., and the \$5.00 has been sent to him.

We may shortly increase the amount, and give a second and third prize.

The word "advertise" occurs twice in the Bible, which shows that the "art preservative" of business was not unknown even at that early day. It is also interesting to note in this connection that the word "business" is used in the same book twenty-six times.

This would seem to indicate that the ratio of business to advertising was at that time about 13 to 1.

Men do not gather figs of thistles nor grapes of thorns now any more than they did then.

MORAL: (applied to business) Obvious.

Write a letter and address it as follows:

L. A. W. BULLETIN,
Ad. Critic. BOSTON, MASS.
April 8.

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. ❖❖

IT IS CALLED THE "U. S. TRIP"

because it indicates the distance covered on EACH TRIP as well as the TOTAL MILEAGE of the season. Polished nickel or antique copper finish. Send for folder.

Price, \$1.25.
U. S. MFG. CO.
Fond du Lac, Wis.



TIGER **TIGRESS**

TIGER BICYCLES

HONEST WHEELS PRICES

STODDARD MFG. CO.

DAYTON, OHIO, U.S.A.

THE ONLY AUTOMATIC WHISTLE

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

HALL'S AUTOMATIC WHISTLE CO.
118 Market Street - - - Newark, N. J.

YOU ARE SPOILING your clothes every day! } By using soap, stove
ARE SOILING your hands every day! } polish, — or any old
ARE INJURING your wheel every day! } thing — on your chain.

Why not have a clean, white, dustproof, waterproof and smooth mica lubricant, and save all trouble? Samples 2c. All dealers.

ALLERTON LUBRICANT CO., 164 Franklin Street, NEW YORK.

— ! — !!! — *** !

From tangled bedclothes round his feet
He, swearing, tried to yank it;
His wife said, "John, you want the sheet,
It does no good to 'blank' it."

THE WISSAHICKON DRIVE.

Mr. F. W. Halsey, in his interesting article in the BULLETIN of March 25 on the Wissahickon Drive, has misapplied to the "Indian Rock" the legend from which the "Lover's Leap" takes its name. These are the two highest points of rock along the course of the stream.

The "Lover's Leap" is a huge mass of stone overhanging the picturesque gorge just above "Hermit's Lane Bridge," about three-quarters of a mile from the mouth of the creek. A path from the west end of the bridge leads to a summer house on the top of the cliff from which a beautiful view is to be obtained. As the place is somewhat secluded, it has been comparatively little visited. The story is the conventional one of the eloping Indian lovers, the cruel father in pursuit, and the desperate leap to death on the cruel rocks below rather than capture and separation.

The "Indian Rock" is so called from the historic fact that it was a gathering place for the Leni Lenapes, where councils were held, and, when driven out by advancing civilization, in 1770, it was from here that the last remnant of the tribe departed to seek new hunting grounds in the West.

The "Pro Bono Publico" drinking fountain is

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.



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

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

THE L. M. JONES CO.
West Winsted, Ct.

THE... "RUSCH" SADDLE



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

THE "RUSCH" BICYCLE SADDLE CO.

91 and 93 Thompson Street, New York City.

Money refunded if not satisfactory.

RAILROAD... HOUSE... CLUB... **L. A. W. Bicycle Holders and Hangers**
In use by Boston & Albany R. R.; Boston & Maine 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.

interesting as being the *first* free drinking fountain erected in Philadelphia. It was built in 1854, and is the joint gift of Mr. Cooke and Mr. Magarge, two public-spirited gentlemen, who deserve and no doubt receive the heartfelt gratitude of the thousands of wheelmen and wheelwomen who drink of its pure, cool water, and say amen to the modest inscription, "For the benefit of the public. May it endure forever."

JOE D. BICKNELL,
PHILADELPHIA. *Century Wheelmen.*

TWO DESIRABLE BOOKS.

"ACROSS THE EVERGLADES," is a beautifully gotten-up volume containing a delightfully-written account of a canoe journey of exploration, by Hugh L. Willoughby, illustrated from photographs taken by the author. The simple style and pleasing sincerity of the volume make it a most readable book of travel, adventure and exploration. Price \$2.00. J. B. Lipincott Co., Philadelphia.

"AMBER GLINTS," by the author of "Rosemary and Rue," is, like its companion posthumous volume, a collection of essays and observations, sweetened by the all-pervading love of a woman, "Amber," who during her workaday life scattered sunshine about her as a bloom-burdened apple-tree gives its perfumed petals to the May breezes. The charming cover design by Denslow, and the tenderly expressed introduction by Mr. LeRoy Armstrong, add to the underlying charm and worth of the book, which is



"SNAPON" TOE-CLIP.

Made of best spring steel—highly finished.
 Snaps on any pedal—rat trap or rubber. No. 1 fits small barrel pedal; No. 2 fits large barrel pedal. No bolts or screws to work loose. For sale by leading dealers. By mail 35 cents. Specify pedal.
HIGGINS MFG. CO., . . . 5 PARK SQUARE, BOSTON.

Pat. app. for.



\$5 1898 BICYCLE \$5 TO ANY one who will distribute a few of our **BIG 5-POUND 1 1/4-PAGE 1898 CATALOG**. We Sell **Outright** new high-grade **LOGUES**. We **GUARANTEE** BICYCLES at \$13.95, \$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.**



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

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

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



ROYAL PURPLE L. A. W. RIBBON BADGES

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

The Seat Ideal for the Ladies' Wheel.

A saddle that's a seat.
 Saddle sore no more.

THE WHEELER SADDLE CO., Detroit, Mich.



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.**

splendidly printed by Rand, McNally & Co., Chicago. The pleasure of reading this book is enhanced by a knowledge of the fact that, though its author's life was one of much toil and many trials, she found amid her many cares the time to note, to dream, and to write for the pleasure of others many such beautiful pictures as this:

"Seated on the deck of a lake steamer the other evening, just as a storm cloud had gathered up its drapery of rain and flitted over the border, it was granted me to lock upon a picture so beautiful that the recollection of it will go with me across many a barren reach of commonplace life. Stretched across the western horizon was a film of delicate gray, as ethereal as the texture of a cobweb. Through this misty veil the spires and domes of Milwaukee appeared, all like a fairy mirage. By some atmospheric effect the city behind its misty veil was touched with a tint of rose, that faded as it fell, until it was wan as the blush that lingers upon a bank of freshly fallen snow. A shower of sunset light filtered through the gray veil, and brought out here and there a vivid touch of color that quivered a moment like a radiant flower upon its stem, then fluttered into shadow and was gone. Above this phantom picture, with its indescribable beauty of silver gray, and waning rose, and evanescent color, there hung a pall as dark as night, torn and interlaced with lightning that blinded the eye with its swift splendor. And through this dense blackness a gateway opened to a still reach of evening sky of the indescribable tint of a primrose leaf, in which a single star burned like a signal light. How I wish I could have had you all there to see it, you city dwellers, who hunger for the sight of the cloud pictures you remember in your country home! Ah, was not the old home with its outlooks of hill and sky, its peace and quiet, and loving hearts, better after all than the mad rush of this present life of greed and gain, wherein you take no time to find a picture in the sky or any sentiment in a pretty flower? God help us all, say I, when we get too full of business and too prosperous to recognize beauty in nature, or seek consolation in romance of the genuine sort."

HOW TO TEST LUBRICATING OILS.

The following interesting test of the quality and lubricating property of oils, reported by the *American Electrician*, has been sent us by No. 121,338, who thinks that it ought to "settle the 'Vaseline versus Oil Question.'"

"A good test for oil is to place single drops of different oils in line upon a piece of plate glass about 2 feet to 2 feet six inches long, one end being raised about 6 inches to 8 inches, to form an inclined plane. This test should be conducted in a room where there is little or no dust. The drops of oil start from the top of the inclined plane upon a race with each other. The first day sperm oil will be found in the rear, but after a time it will overtake the others, and be found in motion even after some others have dried up. An oil having a light body runs quickly and dries quickly, but an oil that has both a body and a free flow will readily be detected by this test. An oil may have a good body and yet tend to gum badly, which quality will also be easily detected upon the glass.

"A good test for the presence of acids is to put small quantities of oil in copper dishes, which are easily made by depressing bits of sheet copper with a round-faced hammer. If acid is present, it will attack the copper and produce verdigris. As a result of experiments carefully made and extending over a year, it was found that iron was least affected by seal oil, and most by tallow oil when it is not deacidized. Brass is not affected by rape oil, least by seal oil, and most by olive oil. Mineral lubricating oil has no action on zinc and copper, acts least on brass and most on lead. Lard oil acts least on tin and most on copper. Sperm oil acts least on brass and most on zinc. It is found that mineral lubricating oil has, on the whole, the least action on the metals experimented with, and sperm oil the most. For the journals of heavy machinery, either rape or sperm oil, in admixture with mineral oil, is the best to use, as they have the least effect on brass and iron, which two metals generally constitute the bearing surfaces of all engines."

BE GOOD-NATURED and wholesome and most of your other shortcomings will be excused.

"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.

..A '98..
PROPOSITION

We will allow you a good price for your old wheel, in exchange for our elegant, 3 crown, Model 33. Write for proposition.

MANSON CYCLE CO.
 153-155 W. Jackson Street, Chicago.

ROAD MAPS

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

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.

THE CHILDREN OF EARTH.

NIXON WATERMAN.

DOWN by the sea on a summer day
 I doze and dream while the children play,
 Gleefully heaping their hills of sand,
 Calling them palaces high and grand.
 A clam-shell serves for the great front door,
 And the walk is a bit of a broken oar.
 While plate and platter and bowl and cup
 Are polished pebbles the sea brings up.

And king and queen in their royal state
 Pass in and out through a sea-weed gate;
 And lord and lady ride to and fro,
 Till a far voice calls, "It is time to go."
 To gems and jewels and palace tall
 They bid farewell and they leave them all;
 While the tide comes laughingly up the bay,
 And the sand-made palace is washed away.

Deep in the city I see the men
 Playing the childish games again;
 Building a palace of brick and stone,
 And playfully calling it all their own.
 The walls are laid with the cares of wealth,
 And the roof is patched with their broken health;
 And plate and platter and bowl and cup
 Are polished trinkets their toil brings up.

And king and queen in their royal state
 Pass in and out through a golden gate;
 And lord and lady ride to and fro
 Till a far voice calls, "It is time to go."
 From gems and jewels and palace tall
 They turn away and they leave them all,
 And Time looks on through a thousand years
 And the man-made palace, — it disappears.

"SHALL WE EVER BE ABLE TO FLY."

Hiram Maxim, who is one of America's big guns in the sphere of inventions, says that persons who hope to fly, sometime, with the aid of an aerial wheel, might better give up the notion and think about something else. They say he says that a man requires two or three horse-power to lift his own weight, and this makes his machine too heavy.

In order that he may fly a man must have a machine of practically no weight at all. "A machine by which he could maintain the necessary power, added to his own weight, will make it forever impossible for him to drive a flying machine with

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his feet, because the power he can develop in this way is entirely too small in comparison to the weight."

Once on a time a then prominent scientist, engineer and college professor, told the world it would forever remain impossible for a steamship to cross the Atlantic, because it would require much more fuel to generate the steam than the ship could ever carry.

We do not know if it will ever be possible for a man to fly. Up to the moment of writing this article it looks a little doubtful. Man has discovered how to outswim the fishes of the sea and outrun the beasts of the fields, but up to date he has permitted the birds of the air to do about all the flying. It seems strange that a blue jay or an English sparrow should be our superior in this respect, but it looks that way.



CYCLERS' SNAP SHOTS.
 MAIN STREET, BETWEEN LANCASTER AND SOUTH LANCASTER, MASS.
 Photograph by G. Mason.

The Whole Truth.

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

— L. A. W. Bulletin.

But many are they who get the wish
 Who do not work but wait
 Until they have a chance to fish
 With someone else's bait.

R. E. POOL.

"TELL me, dearest," whispered Eve, as she looked up in Adam's face, "am I the only woman you ever loved?"

THE CROAKER.

JOE LINCOLN.



ANCE, on the aidge of a pleasant
pool,
Under the bank where 't was
dark and cool,
Where bushes over the water
hung,
And rushes nodded and grasses
swung,
Jest where the crick flowed out
the bog,
There lived a grumpy and mean
ole frog.
Who'd set all day in the mud and
soak,
And jest do nothin' but croak and
croak.

Till a blackbird hollered, "I say, yer know!
What *is* the matter down there below?
Are you in trouble, er pain, er what?"
The frog sez, "Mine is a orful lot;
Nothin' but mud and dirt and slime
Fer me ter look at jest all the time;
It's a dirty world!" so the ole fool spoke,
"Croakity-croakty-croakty-croak!"

"But yer lookin' *down*!" the blackbird said;
"Look at the blossoms overhead,
Look at the lovely summer skies,
Look at the bees and the butterflies;
Look *up*, ole feller. Why, bless yer soul!
Yer lookin' down in a mus'rat hole."
But still, with a gurglin' sob and choke,
The blamed ole critter would only croak.

And a wise ole turtle, who boarded near,
Sez ter the blackbird, "Friend, see here:
Don't shed no tears over him, fer he
Is low-down jest 'cause he likes ter be;
He's one er them kind er chumps that's glad
Ter be so mis'erable-like and sad;
I'll tell yer somethin' that ain't no joke:
Don't waste yer sorrer on folks that croak."

EFFECT OF WEATHER ON ROADS.

Different kinds of roads are described by the new Pennsylvania road book as follows: CLAY roads are usually hard and baked when dry, but soft and unrideable when wet or after a thaw. GRAVEL is usually hard after or during a rain; inclined to be soft and sandy when very dry; very bad after a frost. Small, loose, rounded (that is, not broken) stone are included under gravel. SHALE, when in the form of mud dug up from the gutter, is usually very hard and smooth when dry and well rolled with carriage wheels, but soft and bad when wet; when very dry it is apt to be soft. SAND is often packed hard and smooth during and immediately after rain, but it is very bad when dry and loose. LOAM, usually called "dirt," is the ordinary soil not included under the above; it is generally soft and loose when dry or wet; sometimes when it contains clay it is tolerably hard when nearly dry. CINDERS are inclined to be sandy, but are sometimes packed hard and smooth; they are generally best after a rain and worst when very dry.

Worry is the sand care puts in the joints of life.

TO COMPLETE THE PARK SYSTEM.

The election to decide whether \$1,500,000 shall be expended in finishing the Park System of Essex county, N. J., described in our last issue, will be held on April 12. All wheelmen will be deeply interested in the outcome as, if this money is voted, there will be constructed thirty miles of splendid drives with special provisions for cyclists, and which will avoid by means of tunnels all trolley and railroad crossings. Every wheelman in the county is interested in remembering the day, and in not neglecting the spring election, as is so often done.

The proper tire and attire have much to do with the pleasures of wheeling.



CYCLERS' SNAP SHOTS.—THE "MAINE" IN DRY DOCK, NEW YORK, MAY, '97.
Photo. by a League member.

Dry Throat Cure.

To have your throat escape a drouth
Breathe through your nose, not through your mouth.

SELFISHNESS closes the only door through which happiness might come.

THE art of making money is really not as valuable as the art of making and keeping friends.



Tandem Wanted.—Double drop frame. Give particulars. WATERBURY WATCH Co., Waterbury, Conn.

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HOW TO PREPARE ROAD-BEDS.

In a recent article on "Things to be Remembered in Building Good Roads," W. E. Barnes pertinently says that "too many people seem to think that anything that is to be covered up does not need attention, — that it is done simply because some engineer has said that it should be so. The authorities seem to doubt whether it pays to put so much money out of sight. What they want is to spread out the money so it will all be in sight of their constituents, so that when the day of re-election comes they can point to a great deal apparently done with little money." This is doubtless one reason why it is so difficult to get roads properly drained.

He then goes on to consider what preparations are necessary for permanent country roads before they receive the stone, or other material, and offers the following suggestions:

"The first thing to be done is to employ some competent man to run levels over the entire length of the road intended for improvement, and taking levels at the sides frequently enough to find drainage at every available place along the line of the proposed road. Then a carefully-drawn profile should be made, after which the grade line of the road should be carefully studied and drawn on the profile. If the ground will admit of it without too much expense, long stretches of the same rate of grade should be avoided, as it is too hard on the muscles of the draft animals when hauling a heavy load, as it admits of a constant and severe strain on them, as can be easily seen by the trembling of the muscles after a pull over these grades. A frequent change in the grades allows some rest on the various parts of the muscles.

"Complete specifications should be written, telling in a general, as well as a special, way what is to be done and how to do it. These specifications should be accompanied by any detailed drawing that may be necessary, such as a plan and cross section, etc., of the proposed road. It will be money in the taxpayers' pockets to have all preliminaries and the general supervision of the work done by a competent, experienced and practical civil engineer, and not by some pretender, or some politician whose only ability lies in his 'pull' with 'the powers that be,' and 'be' for a short time only.

"In excavating for the road-bed care should be

exercised not to plough too deep or to one side of the outer lines of the proposed roadway; if there are depressions in the sub-grade, there will be a tendency to make chuck holes in the road after a little time, owing to the water settling in the places where the dirt has been cut too deep. If the bed is cut too wide and filled back, the road after a little will spread and become weak on the sides. Farmers' drain tile should be placed under the sub-grade of the roadway at any point where the earth seems to be springy, and the water led to one side of the road, even if a fill has to be made to get the desired drainage.

"The whole road-bed should be rolled with a heavy roller until it is thoroughly compacted. The amount of rolling and the size of the roller must depend upon local circumstances. The average soil when moist should compact about two inches, which, of course, needs to be taken into consideration when doing the grading. The depth and kind of material used for the roadway must depend in a great measure upon the locality, the traffic conditions and the material at hand, — whether the road shall be constructed of trap, granite, quartzite, pebbles, cobbles, slag, lava, shells of various kinds, gravel, cinders, burnt clay-ballast, wood, brick or asphalt. Also, keep in mind the ability of the people to pay the taxed cost; and, further, take into consideration that long-time bonds demand the payment of large amounts of interest."

HOW SOME ROADS ARE BUILT.

The notion that "anybody can build a road" is responsible for many failures. Commissioner Mac-Donald, of Connecticut, tells a story of such people. He says that a Quaker went into a hardware store to buy an axe.

"How much does thee ask for a Bradley axe?" he asked.

"One dollar and thirty-five cents," was the answer of the shopman.

"Thee asks too much; I will make an axe myself."

He bought a chunk of steel, took it home, put it in the fire, hammered it and belabored it until it had assumed the general outlines of an axe head. But it was dull.

"Huh," said he, "thee cannot make an axe. But thee can make a wedge." He put the steel back into the forge and knocked it into the shape of a wedge. But it had lost its temper.

"Huh," again quoth the Quaker, "thee cannot make an axe, and thee cannot make a wedge, but thee can make a sizzle," and he thrust the hot iron into the rain barrel. That's what a big majority of road-makers used to do in this State, — make a sizzle.

One of the first essentials to solid municipal growth is good roads, says H. W. DeLong. Where the road is easy, there the farmer wends his way to trade, there settles the retired merchant and the worn-out city man who wishes to end his days in peace and comfort. Good streets advertise a town as nothing else can do.

ADVANTAGES OF THIN STONE ROADS.

The paper on "Some Features of Stone Road Construction," read by Benjamin Franklin before the Engineers' Club of Philadelphia, has been reprinted from the proceedings of the club. The points it considers are the use of clay or loam as a "binder"; the thickness required for stone roads, and the comparative merit of macadam and telford roads.

In the specifications for most stone roads the use of clay, gravel and loam are permitted for binding purposes, and the amounts vary from six to twenty per cent. The only advantages which come from their use are those which are seen from the contractor's standpoint. These materials pack quickly and well, save the need of much rolling, and give to new roads considerable smoothness and finish at comparatively small cost.

On the other hand, these binders act as a lubricant and reduce the friction between the stones; they absorb much moisture and alter in bulk and consistency under varying conditions of weather and temperature; they make a road muddy and soft after every storm, and cause the formation of ruts in Spring and dust in Summer; moisture is absorbed by the road, and percolates to the foundation, making it less stable; frost affects it more quickly and seriously, and it rapidly deteriorates. MacAdam, who fully realized all this, declared that clay made a road more pervious to water and that he would have none of it.

Besides these objections, it must be remembered that every cubic foot of clay used with the stone means a reduction by just so much of the good stone that ought to go on the road, and which presents the only homogeneous and uniform surface for wear. "It is barely possible that a little clay might not be objectionable, but the tendency of the contractor is to use it with great freedom of judgment."

A properly-constructed road should be made of "unassorted stone, not too large or hard, and with a sufficient amount of chips and screenings to fill voids, and with proper wetting and rolling during construction." This will "give a firm, solid road, and one that will be drier in wet weather, wear longer, and give more satisfaction in all seasons than any in which foreign material has been used."

When stone roads were first built, a depth of upwards of twenty inches was thought necessary, but experience showed that this was not required. It was reduced to twelve or fifteen inches, and now some roads are constructed having but eight, six or even four inches of stone, though a greater depth is still generally advised.

Where light stone roads are constructed, particular attention must be paid to secure well-drained earth foundations as well as good surface drainage; the road-bed must be shaped to correspond with the desired surface; the stone must be a quality offering the best resistance to wear, and the surface must hold together compactly and not break through under heavy loads.

In stiff clay soils, coarse sand or fine gravel may be used for foundation by excavating the road-bed six inches below the sub-grade and rolling the material until thoroughly compacted. When these materials are not accessible, "good results can be obtained by laying a light stone covering on a bed under-drained by tile laid parallel with the axis of the road, and at a depth regulated by its width, care being taken that the filling-in over the tile be done with porous materials, that the cross drains are properly placed, and that the side gutters are not neglected."

Sandy districts, Mr. Franklin thinks, possess natural advantages, and he believes that "the best road foundation is clean, coarse sand, as it not only changes its bulk least under extreme conditions of moisture and temperature, but it acts as a cushion for the metal covering, making its surface more elastic and less liable to rut." When the bed is properly drained, shaped and rolled, the covering is to be of coarse and fine stones, proportioned to fill all voids; the binding as hard as the metal itself, and a ten-ton steam roller to compact it until water flushes on the surface.

In Passaic county, N. J., there are now 106 miles of four and six-inch stone roads in good condition. These macadam roads have some advantages over telford in that they wear more evenly, are more elastic, and are more readily repaired after having been disturbed for any purpose.

Regarding Mr. Franklin's paper, H. I. Budd, New Jersey State Commissioner of Public Roads, says: "I heartily concur in the ideas you have advanced with regard to building macadam roads. My experience has demonstrated the utility of your recommendations. What we need for the most of our country roads is light macadam construction, six to eight inches in depth, thoroughly watered and rolled, $1\frac{1}{4}$ to $1\frac{1}{2}$ inch size stone, and very little, if any, clay used. The best road we have today right on a sand bed is where the clay was entirely discarded. We have hard work to prevent the contractors from putting in all they can get in. So I have drawn up our specifications with that material entirely left out. Where it has been liberally used the roads do badly rut in wet weather, and will always rut until the traffic has squeezed it out of the centre of the bed. There should be nothing used in road construction to keep the stones from angling close together while the road is undergoing its formative period. If not closely watched, screenings and clay will be continually bunched, so that the rocks cannot come together, and we have a raveling road."

Put a tax on narrow tires,
Till men no longer use them.
Grant a bonus for the wide,
Till one and all shall choose them.

A great railway centre is a great commercial centre. A great highway centre (of hard roads) becomes a local metropolis.

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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.

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New Hampshire	34	Indian Territory	
			2,489

THE RENEWAL SEASON.

The Spring renewal season is now open, and we are ready to receive the annual dues of members whose tickets expire in April. He who gives quickly gives doubly. Those who renew early save to the officials the expense and trouble of the drumming-up circular. This notice should be all that is required by members who are thoroughly in earnest in the cause.

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

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

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

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

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

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

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

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

Don't be surprised if you get a circular from your division secretary, telling you that you have not renewed, since many of these

will go out from checkings made several days previous to sending.

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

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

RHODE ISLAND DIVISION.

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W. Marshall Taylor, Westerly.
Ralph S. Potter, Pawtucket.
Sanford H. Purkis, Providence.

Recruiting.—

Marshall W. Hall, Chairman, Newport.
Charles E. Champlin, Westerly.
Frank T. Sibley, Pawtucket.
R. Morton Smith, M. D., Riverpoint.
Geo. H. Huddy, Jr., Providence.
Charles H. Sparks, Warren.
Geo. L. Cooke, Chief Consul.

OHIO DIVISION.

Do you want to belong to the largest division west of the Alleghenies? If so, do your best to get all the new members and renewals you can this month. Don't forget the honor medal! only three months more in which to earn one and they will slip around before you know it if you don't watch out.

WILLIAM D. KEMPTON, Chief Consul.

APRIL 1, 1898.

NEW HAMPSHIRE DIVISION

QUARTERLY MEETING.

The quarterly meeting of the Board of Officers was held at the Calumet Club, Manchester, Monday evening, March 28th. Chief Consul Phinney, Vice Consul Burbank, Secretary-Treasurer Kingsbury, Representatives Chamberlen, Fisher, Porter, Marshall and Pressler in attendance.

Treasurer's report, showing balance \$158.30, was read and accepted. Mr. Chamberlen was authorized to prepare electrotypes for the use of newspapers.

On motion of Mr. Pressler, Mr. Kingsbury's amendment, relating to formation of Junior League, was indefinitely postponed.

On motion of Mr. Porter, the secretary-treasurer was authorized to compile and issue new and improved road maps.

On motion of Mr. Burbank, it was voted to allow local consuls 10 per cent. commission on renewals and to give them local consul buttons for two applications.

On motion of Mr. Pressler, it was voted to adopt honor medal scheme to encourage recruiting, the details being left to the secretary-treasurer.

On motion of Mr. Burbank, it was voted to offer a reward of \$25 for the arrest and conviction of anyone stealing a bicycle from any member of the New Hampshire Division. The secretary-treasurer was voted a salary of \$25 for the past quarter.

Mr. Fisher was empowered to use, not exceeding 20, L. A. W. Helping Hands in the White Mountain District.
ROBERT T. KINGSBURY, Sec.-Treas.
KEENE, N. H., March 31, 1898.

RHODE ISLAND DIVISION.

At the quarterly meeting of the Board of Officers, held March 25, 1898, it was voted

To amend Art. VI., Sec. 2 of By-Laws—increasing Highway Improvement Committee

To appropriate sum of money for use of Highway Improvement Committee.
To appropriate a sum not to exceed \$200 for Annual Field Day.

To appropriate sum of \$50 for use of Recruiting Committee.

To appoint a committee to look into the matter of obtaining magazines at a reduced rate to members of this Division

To issue annual Hand Book.

Resolutions of regret were passed upon the death of a veteran member, Mr. W. O. Hutchins.

A resolution condemning the practice of scorching in the compact parts of cities and villages in the State was passed, and copies of the same ordered to be sent to the mayors of all cities in the State.

NEILSON H. GIBBS, Sec.-Treas.

PROVIDENCE, April 1, 1898.

WISCONSIN DIVISION.

LEAGUE HOTELS.

Secretary Ryan is working industriously to revise the list of League hotels. It is the purpose of this administration to follow up the matter of League hotels very strictly. If you are interested call on the proprietor of your hotel occasionally and learn what you can about the way in which he is dealing with League members. If any inattention is shown them and the contract is not lived up to, you are requested to report immediately to the secretary. Each one of the League hotels in the



State is being furnished with a copper plate sign which will be considered the only official sign in use. These signs are to be hung in a conspicuous place in the office of a hotel and if you do not see it, or do not find it to hang well, please give it your attention at once.

M. C. ROTTER, Chief Consul.

LOCAL CONSULS.

- | | |
|--------------------|-------------------|
| Black River Falls, | E. L. Ormsby |
| Bayfield, | A. L. Hellweg |
| Cumberland, | W. N. Fuller |
| De Pere, | L. S. Wilcox |
| Edgerton, | F. E. Ash |
| Ft. Atkinson, | O. B. Cornish |
| Fox Lake, | Henry Gray |
| Fall Creek, | Otto W. Niebuhr |
| Greenwood, | P. E. Peterson |
| Hartland, | Chas. Dobriant |
| Janesville, | E. V. Whiton, Jr. |
| Kiel, | P. O. Schubert |
| Kenosha, | R. E. Jukes |
| Marinette, | R. F. Chase |
| Menomonee, | Ja. T. Heller |
| National Home, | Francis Wilson |
| Nashotah, | Ira W. Bigelow |
| Oregon, | A. Rasmussen |
| Pt. Edwards, | O. W. Dodge |
| Richland Center, | A. V. Pier |
| Soldier's Grove, | N. A. Knutson |
| Shullsburg, | H. B. Chamberlain |
| Waupun, | W. H. Ferguson |
| Watertown, | Dr. O. E. Meyer |
| Waukegan, | Henry C. Hart |

OHIO DIVISION.

CONSUL LIST NO. 9.—CINCINNATI.

Ladies—Mrs. John E. Jones, 2361 Kemper Lane, Walnut Hills.

Ladies—Miss E. O. Thielman, 21 W. Fifth st.

1st Ward—Wesley Askew, 22 Congress ave.

2d Ward—Chas. M. Hattersley, Kenton and Wayne

sts., Walnut Hills.

3d Ward—Joseph D. Barnhorn, 316 Franklin st.

5th Ward—W. J. Breed, 1213 W. 8th st.

6th Ward—Otto Schmid, 815 Main st.

7th Ward—E. J. Tully, Hatch st.

8th Ward—Geo. T. O'Brien, Lombardy building.

9th Ward—Dr. W. Edwards Scherck, 5 Garfield pl.

11th Ward—William Boltz, 123 E. Twelfth st.

12th Ward—S. H. Freeman, Riddle road.

14th Ward—A. Hickenlooper, Jr., 835 Dayton st.

16th Ward—Julius Baer, 916 Baymiller st.

17th Ward—Frank D. Bentley, 210 W. Seventh st.

18th Ward—Geo. M. Snyder, 630 W. Fourth st.

19th Ward—Adolph Kaplun, Grand Hotel building.

20th Ward—W. M. Gordon, 951 Gest st.

22d Ward—W. H. Rabbe, 924 Clinton st.

23d Ward—Geo. E. Hentze, 1626 Western ave.

25th Ward—Robert S. Crawford, 4100 Colerain ave.

26th Ward—Wm. V. Muller, Merchants' Nat'l Bank.
 27th Ward—Geo. T. Morrison, 1917 Bigelow ave.
 28th Ward—Oscar F. Ricard, 212 Stetson st.
 29th Ward—F. B. Innes, 640 Summit ave.
 30th Ward—J. R. Trisler, Dakota ave.
 31st Ward—Wm. Eugene Conklyn, S. W. cor 5th and Walnut sts.
 31st Ward—Harry W. McCandless, 3446 Highland pl.
 Special—Chas. A. Ackerman, Odd Fellows Temple
 Special—Herman Bullinger, S. E. cor. 5th and Main sts.
 Special—G. M. Crawford, 610 Main st.
 Special—Pierre J. Cadwallader, 407 Johnston B'ldg.
 Special—Joel C. Clore, 65 Blymyer building.
 Special—Dr. Chas. Seth Evans, 17 Garfield pl.
 Special—Elliott P. Gray, 130 W. Seventh st.
 Special—Chas. E. R. Gates, Cincinnati Gymnasium.
 Special—Charles Hanauer, 614 Walnut st.
 Special—Chas. Kobmann, 1010 Central ave.
 Special—John L. Lehman, Jr., 310 Walnut st.
 Special—C. J. McDiarmid, 67 Blymyer building.
 Special—Robert L. Martin, S. W. cor. 5th and Walnut sts.
 Special—J. E. Poorman, Jr., 21 W. Fifth st.
 Special—Frank T. Parker, 3 Reid building.
 Special—Howard R. Porter, N. W. cor. 5th and Walnut st.
 Special—T. P. Scott, 418 Main st
 Special—A. W. Sommerfield, S. E. cor. Pearl and Race sts.
 Special—Frank M. Thomas, S. W. cor. Race and Shillico Place.
 W. C. MUNRO, Sec.-Treas.
 CINCINNATI, March 28, 1898.

INDIANA DIVISION.

Howard A. Dill, of Richmond, and Hiram Brown, Indianapolis, are appointed representatives on the Board of Officers to fill original vacancies.
 WALLACE SHERWOOD, Chief Consul.

MICHIGAN DIVISION.

Up to date we are not doing as well in our recruiting department as we did a year ago. This is a condition of affairs which should not exist, as we are better organized, have a larger working force, and are figuring going before the next Legislature with a Good Roads Bill, Guide-Board Law, and a bill to protect cycle paths. Surely these matters interest you, and no doubt with a little exertion on your part you would find many in your locality who are merely waiting to be asked to join. Why not start out this week and get at least one new member? You'll be surprised how easily you can do it. Look at the deplorable condition of the roads in your town and then lay special stress upon our proposed Good Roads Bill. The officers of your Division are working hard for your benefit, and for the benefit of all wheelmen; surely their efforts merit a little work on your part.
 EDWARD N. HINES, Chief Consul.
 DETROIT, MICH., March 31st.

KANSAS DIVISION.

The road-book is now ready. If you are a L. A. W. member now, or become one, it is free. To L. A. W. members of other Divisions the price is one dollar. Persons not members can have it for one dollar and fifty cents. Write to
 W. C. F. REICHENBACH, Sec.-Treas.
 Topeka, Kans.

RACING BOARD BULLETIN.

BALTIMORE, MD., March 30, 1898.

The following professional riders have registered:
 No. 5,003—W. W. Oudkirck, Denver, Colo.
 No. 7—Charles H. Henzel, Philadelphia, Pa.
 The correct number of W. W. Hamilton, Denver, Colo., is 5,001; S. G. Meixell, Denver, 5,002.
 The suspension placed upon Wm. C. Emrick, Collierville, O., and E. A. Somers, Cleveland, O., will expire June 6, 1898.

Transferred to Professional Class.

Roy R. Crowley, Leadville, Colo., clause (c)
 Curtis C. Sanborn, East Sebago, Me., clause (a).
 C. E. Ermatinger, Rochester, N. Y., clauses (b and d).
 Joe Haspel and I. F. Schmidt, Indianapolis, Ind., clause (a).
 M. J. DeWitt, Rochester, N. Y., clause (i).
 Charles Ballard, Sebago Lake, Me., is suspended pending investigation of his amateur status.
 H. M. Stivers, New Rochelle, N. Y., is suspended until further notice.
 For repeatedly riding in Sunday races the following New Orleans racing men are *permanently* suspended from all road and track racing, and ruled off all L. A. W. tracks in every capacity:
 P. W. Mohan, R. T. Campton, Burt Clarke, W. Woodward, T. Everard, C. C. Standfield, Barton Benedict, W. H. Patterson, Arthur Dakin, Dan Barton, C. O'Keefe, R. Everard, J. Burke, O. L. Adams, M. Frisco, S. Viguierie, H. E. Paquette, Dan Connell, Paul Fernandez, L. Everard, J. Mohen, E. Coyte, Joe Fitzpatrick, C. S. Titus, Peter Casse, W. Walshe, A.

B. Johnson, H. E. Wheeler, Walter Ryan, H. Adams, Howard Clark, Richardson, A. V. Johnson, Bergman, L. Wibber, K. Jobin, Michael Miller, E. Kaller, F. E. Adams, A. Davis, Ed. Valls, C. Holworth, F. French, P. Freret, R. Sagely, J. Burke, C. A. Beck, Paul Roussett, A. C. Campbell, Wm. Heyman, Harry Gregson, Peter Borey, J. McKeon, C. H. Richardson, W. Smith.

National Circuit Dates Accepted.

Providence, R. I., Crescent Park Cycle Track Ass'n, May 30 and Sept. 24.
 Buffalo, Ath. Field Ass'n (N. Y.) June 9 and July 9.
 Kings County Wheelmen, Brooklyn, N. Y., June 25.
 St. Louis Cycle Club (Mo.) Oct. 15.
 The contracts of the National Track Ass'n, Cambridge, Mass., with Chas. S. Culver (trainer), Chas. S. Henshaw, H. H. Parker, and W. B. Sherer, are approved.
 A. J. Stackpole, who recently promoted women's races in Indianapolis, Ind., is permanently ruled off all L. A. W. tracks in every capacity. Racing men are warned against accepting any services from him whatever.
 The correct Registry No. of Frank Waller is 1001.
 The suspension of Geo. Burt Hart, Wilkes-Barre, Pa., expired March 31, 1898.
 The suspensions of S. L. Cassidy and Rufus Garton, Millville, N. J., will expire April 28, 1898.
 The contracts of the National Cyclodrome Co., New York City, with Jean Gougoltz, and D. E. Lamberjack, are approved.
 The track at Lovells Grove, New Downers Landing, Mass., is restored to sanction privileges.

Registered.

No. 8—Owen S. Kimble, Louisville, Ky.

Suspended.

Oliver Barneco, Harry Deputy, Henri Junglaus, Pony Moore, Geo. W. Lowry, Mat Paxton, Joe Haspel, and I. F. Schmidt, Indianapolis, Ind., to April 28, 1898, for competing in un sanctioned races.

National Circuit Dates Accepted.

Waterbury Wheel Club, Waterbury, Conn., Sept. 7.
 Inter-State Fair Ass'n, Trenton, N. J., Sept. 26.
 New Haven Cycling Club, New Haven, Conn., Sept. 13.
 Bridgeport, Conn., Pleasure Beach, June 15 and Sept. 15.

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

STOLEN WHEELS.

BOSTONIAN, No. 33,446. Frank T. Pearce, 85 Sprague, Providence, R. I.
 ZIMMIE, No. 5,102. Mr. Carr, No. Andover Depot, Mass.
 COLORADO. M. Freeman, 112 E. 84th st., New York City.
 OUTFIT, No. 8,593. J. A. Allison, 121 W. Georgia, Indianapolis, Ind.
 COLUMBIA, No. 2,218. Edw. M. Philips, Wilmington, Del.
 CRAWFORD, No. 115,167. Oscar Peters, 123 Court st., Brooklyn, N. Y.
 CLEVELAND, No. 112,897. J. D. Brooke, 81 So. 3d, Newark, Ohio.
 LIBERTY, No. 18,414. Louis O. Hedden, 143 Liberty st., N. Y. City.
 VARSITY, No. 269. W. W. Pattison, 275 So. Hoyne ave., Chicago, Ill.

L. A. W. SUPPLIES.

Good Roads Badge. Combining U. S. shield in color, the L. A. W. emblem and inscription "Good Roads." Gold, \$2.00; plated, \$1.00.
Handle-Bar Ribbon. Royal purple with embroidered label on each end, 25 cents.
Ticket Holders. No. 1. Best calfskin with extra pocket for personal cards, 25 cents. No. 2. Calfskin with single pocket, card in sight, 10 cents. Celluloid, steel bound, 10 cents. For marking the leather holders with name, 25 cents.
Veteran Bar. For those who have been members of the L. A. W. for ten consecutive years. \$2.50.
Ribbon Labels. The L. A. W. badge and initials embroidered in old gold on royal purple. Used on handle-bar ribbons, on coat collar or sweater. 10 cents each; two for 15 cents; four for 25 cents.
Rubber Stamps. No. 1 reading, "We Want Good Roads," 10 cents. No. 2 reading, "Join the L. A. W. and Ride on Good Roads," 15 cents. No. 3 facsimile of Good Roads button, 20 cents. Inking pad, 10 cents. Sent by mail at these prices.
Decalcomania Decoration. U. S. shield and L. A. W. emblem, inscribed, colored; for decorating bicycles, 3 cents each by mail; 25 cents per dozen. Sent by mail on receipt of price. *Don't send stamps. Small coins are as safe as stamps.*

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 111. 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 8, 1898.

Total, 720—92,657.

Over 126,000, ARIZONA, 1—12.

Unattached.
 160 Reld, Frank C. Flagstaff
Over 126,000, COLORADO, 6—476.
 Monte Vista B. C.
 161 Wiley, R. D., box 14 Teller
 Unattached.
 2 Fitzer, M. C. Alamosa
 3 Sabine, Wm. C., box 130
 4 McConville, F. S., 3416 Market Denver
 5 McCraeken, Geo., 3963 Blake
 6 Wilson, A. T., 621 17th

Over 126,000, CONNECTICUT, 61—1647.

Altair C. C.
 167 Barnum, T. C., box 163 Bethel
 8 Barclay, Edwin T.
 9 Kimer, Geo., Jr., Grand st
 170 Wallace, J. L., box 420
 1 Benedict, Daniel, Jr., 28 Division Danbury
 2 Caldwell, J. D., 80 Liberty
 3 Cooley, Ralph H., 308 Main
 4 David, David E., Elm & Main
 5 Dalton, F. B., 288 Main
 6 Decker, Ralph, 5 Robinson av
 7 Dickinson, A. L., box 32
 8 Ellis, J. Quincy, Dunham Nich. Works
 9 English, Joseph, box 291
 180 Farrell, Frank P., 7 Grand
 1 Giddings, Ernest T., 7 Grand
 2 Homer, Gilbert, 14 Clifton
 3 Hoyt, Howard H., 204 White
 4 Heim, Otto C., 10 Montgomery
 5 Haight, D. V., D. Nat'l Bk.
 6 May, Joe, 11 Foster
 7 Mignery, Louis P., 23 James
 8 Miller, Thos. F., 9 Orchard
 9 Nutt, Edward, Maple av.
 190 Olmstead, Wallace G., 61 North
 1 Pakulski, Eli, 33 Ballingforth av
 2 Shepard, Fred E., 190 Main
 3 Spencer, Walter F., T. & B. Tool Co.
 4 Taylor, H. W., box 31
 5 Widmer, Chas. H.
 6 Wilson, F. L., box 224
 Conn. Valley W.
 7 Nash, Sidney P., 175 Ellsworth av
 New Haven

N. H. B. U.
 8 Perry, John B., 801 Elm
 T. W. C.
 9 Ariel, Herman, box 581 Torrington
 200 Jones, Willard B., Farnham House
 1 Baldwin, Frank M., 396 Main
 2 Braman, Geo. H., 109 S. Main
 3 Breckenridge, Albert J.
 4 Cooper, Charles
 5 Hammond, Henry A.
 6 Tuttle, A. F.
 W. L. A. W.
 7 Eaton, Jas. L., 8 Monroe Winsted
 8 Fuller, E. N., 63 Sub
 9 Maher, John, 363 Main
 Unattached.
 210 Burns, S. A. Bridgeport
 1 Hoyt, Harrie T. Danbury
 2 Lain, Edw'd, Patch st
 3 Parker, D. A., 232 Main
 4 Judd, Oliver N., 467 W. Main New Britain
 5 Thayer, Chas. F., box 521 Norwich
 6 Alken, Jos. D., box 55, Taftville
 7 Dean, Joseph W. Poquetanuck
 8 Church, Lewis H., 27 Grove Stamford
 9 Archambault, Louis, Red Mountain av
 Torrington
 220 McDermott, James, N. Elm st
 1 Dinger, Frank, 291 Church
 2 Doyle, P. J., N. Elm st
 3 Pratt, Louis A., 231 Prospect
 4 Garby, J. S., 31 Pine Waterbury
 5 Richards, E. R., 272 Main West Winsted
 6 Olmstead, Harry C., box 108 Wilton
 7 Moore, Ralph, Jr., 9 Greenwood av Winsted

Over 126,000 DELAWARE, 1-274.

Unattached.
228 Mitchell, W. A. Stanton

Over 126,000, DISTRICT OF COLUMBIA, 5-886.

Unattached.
229 Hinson, E. L., 1019 O st. N. W. Washington
230 Isell, G. Fred, 1146 Conn. av ..
1 McNeil, Wm., 1929 13th st. N. W. ..
2 Parker, B. T., 1904, 3d st. N. W. ..
3 Tobin, Geo. W., 1215 L st. N. W. ..

Over 126,000, GEORGIA, 15-259.

Unattached.
234 Cashin, J. J., Augusta
5 Cuthbert, A., ..
6 Droyer, D., 834 Broad ..
7 Farrell, J. J., Chronicle ..
8 Hook, E. B., Chronicle ..
9 Keener, Henry, 1128 Greene ..
240 King, H. B., McIntosh ..
1 Lockhart, Milledge, Herald ..
2 Reavis, Chas., Planter's Hotel ..
3 Read, Geo. W., Tribune ..
4 Shewmake, Hal. P., 816 Broad ..
5 Walsh, M. P., Chronicle ..
6 Gregory, Geo. A., Morning News Savannah ..
7 Harris, Steve N., 305 E. 2d ..
8 Suttle, W. G., Savannah Press ..

Over 126,000, ILLINOIS, 16-3360.

Woodlawn B. C.
249 Towne, E. B., 6050 Langley av Chicago
Danville C. C.
250 Brittingham, Clarence T. Danville
Ottawa C. C.
1 Burgess, Uriah L., 104 E. Superior Ottawa
Unattached.
2 Anderson, H. G. Algonquin
3 Abram, Abe, 111 Fifth av Chicago
4 Clark, M. J., 522 W. 67th ..
5 McNeal, Edgar H., 741 Euclid av ..
6 Rea, J. J., 4439 W. Wallace ..
7 Smith, O. C., 252 Marshfield av ..
8 Wray, G. E., 6647 Jackson av ..
9 Walker, J. Wm., Univ. of Chicago ..
260 Walker, John, 541 55th ..
1 Elsom, Wright, Jr., 117 Marion Oak Park
2 Carroll, M., 407 S. Adams Peoria
3 Kay, Chas. B., 814 N. Monroe ..
4 Jarrett, Roy H., 729 Main Quincy

Over 126,000, INDIANA, 32-2013.

Ind. L. A. W.
265 Ramberger, E. L., 613 N. Ala. Indianapolis
6 Keen, W. Witcher, 403 Ind. Trust Bldg ..
7 Landis, J. J., Ind. Bl. Co. ..
8 Mueller, Oscar, 1036 Stevenson Bldg ..
9 G. B. C. ..
9 Spencer, G. B., Lowan st Garrett
Unattached.
270 Gronback, Levi, box 718 Alexandria
1 Cline, Harry Eaton
2 Immel, C. M., 517 S. 7th Goshen
3 Salinger, M., 108 Lincoln av ..
4 Hicks, Frank W., Big 4 Frt Office Indianapolis
5 Nichols, Willard C., 120 W. 20th ..
6 Ross, F. S., 2007 Central av ..
7 Bailey, Geo. T., Ind. Iron Co. Muncie
8 Herbert, John, Ind. Iron Co. ..
9 Herbert, Wm., box 709 ..
280 Jones, G. Albert, 423 E. Charles ..
1 Kennedy, John, 1016 E. Main ..
2 Langenback, Wm., Ind. Iron Co. ..
3 Richards, Thomas, 610 Wolf ..
4 Raymond, O. F., Muncie Pulp Co. ..
5 Stinchcomb, W. E., New Southern Ho- tel ..
6 Sheffield, Robt. A., 502 E. Adams ..
7 Smith, John L., Ind. Iron Co. ..
8 Sparks, J. F., 109 East Main ..
9 Tobin, Wm., Keller, Fudge & Co. ..
290 Blair, Verle W. Plainfield
1 Bly, Dot ..
2 Hathaway, Harry, No. Meridian Red Key
3 Dikkes, R. D., 106 S. 7th Terre Haute
4 Duncan, Wade, 503 Main ..
5 Lamar, H. B., McKean block ..
6 Lovern, Andy, 503 Main ..

Over 126,000, IOWA, 19-689.

Guthrie C. C.
287 Bikks, F. W. Guthrie Center
8 Bikks, E. L. ..
9 Gillespie, A. B. ..
300 Harrison, J. W. ..
1 Jones, F. R. ..
2 Knaul, Otto ..
3 Lewis, C. E. ..
4 Lyons, F. A. ..
5 Lemmon, Roy ..
6 Motz, Grant ..
7 Pennock, Luther L. ..
8 Rogers, F. W. ..
9 Rorick, F. H. ..
310 Updegraff, E. P. ..
Iowa City C. C.
1 Carpenter, O. H., College Iowa City
2 Fracker, H. R., 103 College ..

3 Hands, John ..
Unattached.
4 Geattsch, Geo. N-w Liberty
5 Stahl, H. S. Prescott

Over 126,000, KANSAS, 5-402.

Salina Bl. Club.
316 Martin, F. L. Salina
7 Shiffert, F. R. ..
8 Shenck, Dr. S. K., Dally Bldg ..
Unattached.
9 Flodin, C. E., 528 First av. E Hutchinson
320 Gibson, R. B., Nat'l Hotel Topeka

Over 126,000, KENTUCKY, 19-822.

Three Links B. C.
321 Beall, Harry T., 927 Monroe Newport
2 Guy, I. V., 844 Monmouth ..
Rainmakers.
3 Halleran, Edw., 4th & Central av ..
4 Paduach C. C.
4 Voris, Dr. J. V., 204 1/2 Bdway Paducah
Unattached.
5 Barton, E. E. Falmouth
6 Colvin, R. B. M. ..
7 Held, Geo. B. ..
8 Held, C. F. ..
9 Jacobs, Joe. ..
330 Wilson, Ralph R., 326 Main ..
1 Johnson, St., 9th st Hopkinsville
2 Payne, Gabe., 9th st ..
3 Smith, W. J., 170 W. Main Lexington
4 Braun, Adolph Madisonville
5 Lindsay, Chas. W. ..
6 Osburn, Chas. O., 107 S. Main ..
7 Witt, John K., Cum. Tel. Co. ..
8 Wiedeman, Geo., Gas. Wiedeman ..
9 Miller, Fred C., 20 E. 3d Newport

Over 126,000, LOUISIANA, 2-122.

Unattached.
340 Bickham, W. S. M. D., 1314 Jackson av New Orleans
1 Roberts, Geo. N., 1515 Peters av ..

Over 126,000, MAINE, 1-472.

Unattached.
342 Hayes, Walter E., Summer st Pleasantdale

Over 126,000, MARYLAND, 2-1639.

Unattached.
343 Dix, Wm. W., 836 N. Eutaw Baltimore
4 Hendrickson, Ernest C., box 175 Cumberland

Over 126,000, MASSACHUSETTS, 159-10,988.

Press C. C.
345 Swette, G. L., 3123 Wash. Boston
6 Latus, John J., 80 Walnut av Roxbury
Rox. Bl. Club.
7 Thore, C. I., 852 Huntington av Boston
8 Marshall, F. D., 48 Sheridan Jamaica Plain
Ocean W.
9 Hastings, Ellsworth, Jr., 431 Mass. av Boston

Rovers C. C.
350 Loring, R. B., 36 Essex Charlestown
C. B. C.
1 Cameron, E. S. Campello
2 Stowell, Chas. L., 108 Hawthorne Chelsea
Crescent.
3 Banville, John E., 971 Slade Fall River
4 Lassalle, Chas. E., 132 Cottage ..
G. R. B. C.
5 Taylor, Wm. J., care W. J. Maguire, Malden
Eastern av.
Somerville C. C.
6 Junkins, Herbert E., 250 Devonshire Boston
7 Atwood, Arthur J., 9 Pearl Somerville
8 Benckes, Arthur L., 18 Sargent av ..
9 Butler, Edwin, 106A Albion ..
360 Fleming, Frank S., 18 Delaware ..
1 Hunt, James H., 218 School ..
2 Parker, A. L., 21 Stickney av ..
3 Rice, Arthur S., rear of 81 Mt. Vernon ..
4 Sutherland, Leander D., 41 Montrose ..
5 Scott, Elton H., 92 Cross ..
6 Underhill, Chas. L., 7 Bradley ..
C. V. W.
7 Morgan, Chas. C., 489 Main Springfield
Unattached.
8 Simpson, W. R., 24 Sharon av Auburndale
9 Colburn, Dr. F. W., Mass. Homo. Hos. Boston

370 Clarke, Mrs. L. F., box 2470 ..
1 Carr, E. E., 10 Tremont ..
2 Eastman, Hman L., 5 Seaver pl ..
3 Flint, Frederic R., 24, 50 Wash. ..
4 Gorriil, John S., 80 Arch ..
5 Heyer, Frank A., box 1832 ..
6 Kingman, Chas. W., 282 Berkeley ..
7 Lawrence, F. W., 55 Kilby ..
8 Marshall, Charlotte E., 278 Mass. av ..
9 Sawyer, Arthur W., 1405 Columbus av ..
380 Ames, Herbert W., 55 Kilby ..
1 O'Connell, Mrs. Thos. R., 12 Sagamore ..
2 Dana, Alfred W., 40 Water ..
3 Earl, George H., Hotel Copley ..
4 Hedge, Lothrop, 33 Summer ..

5 Moore, Elwin F., 759 Tremont ..
6 Phelps, John S., 89 Charles ..
7 Kidder, Chas. E., 15 Cortes ..
8 Gage, Chas. H., Maple st Braintree
9 Barker, Henry H., Pleasant Bridgewater
Allen, Wm. G., box 673 Brockton
2 Crocker, C. C., 214 W. Elm ..
1 Norcross, Herbert B., 121 No. av ..
3 Tinkham, Herbert L., 306 W. Elm ..
4 Thornlike, James S., 147 Main ..
5 Ransom, Chas. E., 567 Warren av ..
6 Duncklee, Howard S., 59 Chestnut Hill Brighton
7 Kendall, O. F., 1563 Mass. av Cambridge
8 McGuire, Wm. T., 15 Ellsworth av ..
9 Moses, Mrs. Wm. V., 31 Mellen ..
400 Dunforth, B. Otis, 8 Bath ..
1 Jones, John E., 2 Worcester Cambridgeport
2 Shaffer, Arthur S., 12 Laurel ..
3 McClintock, Wm. E., 1107 Main Campello
4 Peale, Wm. T. ..
5 Davis, Oscar C. ..
6 Kilpatrick, A. H., 12 Auburn Charlestown
7 Williams, Miss Angie, 19 Parker ..
8 Fuller, Allen T., 21 Broadway Chelsea
9 Hedler, Miss A., Gertrude, 100 Watts ..
410 Flint, Chas. S., 63 Marlboro ..
1 Guilmond, Mrs. Hermine, 257 Exchange Chicopee
2 Emmott, Philip M., Walden st Concord
3 Doblin, Abraham, 28 Lonsdale Dorchester
4 Kendall, Louis C., 12 Fenelon ..
5 Newbury, Chas. E., 236 Webster E. Boston
6 Anderson, Wm., 32 Condor ..
7 Constable, Herbert, 33 Chestnut Everett
8 Chandler, Edw. D., 14 Hazel pl ..
9 Paine, Chas. L., 2 Pleasant ..
420 Smith, Geo. W., 67 S. Main Fall River
1 Townson, A. R., 222 Albion ..
2 Eagan, P. F., The Wilbur ..
3 Hebert, Chas., 317 Main Franklin
4 Stewart, Chas. L., 86 Union ..
5 Wheelock, H. H., 28 Cherry Fitchburg
6 Nathan, S. M., 82 Main ..
7 Valentine, Geo. W., box 303 Fairhaven
8 Cook, Chas. S. Halifax
9 Cook, Mrs. Chas. S. Hudson
430 Phillips, Miss M. W. Hyannis
1 Megathin, C. W., Main st Ipswich
3 Pervear, Hiram K., 10 Myrtle Jamaica Plain
Lawrence
4 Cutler, Wm. B., 75 Farnham ..
5 Hartley, Percy, 97 High ..
6 Mosher, E. O., 420 Essex ..
7 Playdon, A. P., 14 Marston ..
8 Trott, G. S., 9 Howard ..
9 Wilson, Joseph R., 92 Maple ..
440 Baker, Alvah S., 10 Barrister's Hall Lowell
1 Carney, Geo. J., 39 Plymouth ..
2 Stiles, Geo. F., 10 Barrister's Hall ..
3 Gately, G. P., Post Office ..
4 Pindar, Ralph W., City Farm ..
5 Pierce, Marcus T., box 144 ..
6 Walker, Roger L., 80 Chestnut ..
7 Wilder, Wm. F., 29 Market ..
8 Kelley, E. H., 646 Western av Lynn
9 Morse, John E., 40 High Rock av Malden
450 Noyes, Henry E., 39 Porter Marlboro
1 Archibald, D. A., 43 Mechanic ..
2 Barnard, H. A., 17 Main ..
3 Hopkins, Chas. E., Hotel Preston ..
4 Keefe, Thos. O., Millers Falls Inn Millers Falls
5 Small, Reuben C., Nantucket
6 Terry, Robert A., box 186 New Bedford
7 Burdick, H. E., 53 5th ..
8 McKee, Wm. C., Bracewell av N. Adams
9 Brewster, John G. Orange
460 Dunn, Joseph W. ..
1 Hapgood, O. D. ..
2 Shepardson, Henry ..
3 McGregory, H. W., Squire st. & Highland av Palmer
4 Wheeler, Wm. C., box 19 Rockdale
5 Maroun, S. A., box 493 Rockland
6 Mills, Claude, drawer 160 Rockport
7 Muir, James, box 63 ..
8 Nelles, Frank A., 84 Sterling Roxbury
9 Roth, Sedly, 201 Hillside ..
470 Dane, John P., 1 Mt. Vernon Salem
1 Morse, Sanford L., Jarvis st Sandwich
2 Carruth, R. J., 34 Willow av Somerville
3 Harlow, Albert D., 267 Medford ..
5 Saxton, Chas. S., 78 Worthington Springfield
6 Head, John F. South Attleboro
7 Arnold, C. W., 14 Gould Stoneham
8 Gent, J. O. Waverly
9 Howe, H. S. Warren
480 Hill, David N., 1 Main St. ct Watertown
1 Griswold, James R., Enterprise ..
2 Anderson, Wm., box 501 Webster
3 Asselin, J. E., box 1038 ..
4 Murdock, Edgar B., box 485 ..
5 Applebee, Albert W., box 288 Westboro
6 Cowan, Edwin A., box 288 ..
7 Clayton, Albert E., box 288 ..
8 Davis, Clara M., box 288 ..
9 Francis, Miles J., box 288 ..
490 Parkitt, Thomas W., box 288 ..
1 Pratt, Clifford M., box 288 ..
2 Parslow, Eugene, box 288 ..
3 Russell, Charles H., High st ..

4 *Haggerty, Nellie, box 288
 5 Gilmore, Henry A.
 6 Dana, Arthur P.
 7 Michelson, Alex., box 207
 8 Smith, A. Otis, 19 Meacham W.
 9 Arnold, Clifford B., box 400
 500 Mansfield, Edw. A., box 330
 1 Bryant, Chas. C., box 464
 2 Delano, Samuel S., 10 Arlington
 3 Davis, Frank A., 10 E. Worcester

Over 126,000, MICHIGAN, 28-1898.

B. E. W.
 504 Alinger, D. B., 291 Pipestone Benton Harbor
 5 Orland, Z. Dotte, 150 Edwards av
 6 Haney, A. I., 236 Columbus av
D. W.
 7 Dupont, Walter S., 122 Mich av Detroit
 8 Guyette, Joseph J., 57 First
 9 Moore, Miller G., 1204 Rivard
 500 Odell, Leslie J., 114 Jct. av
 1 Hennrich, C. M., 271 Harrison av
 2 Steinfeld, Eugene, 35 Sibley
 3 Tegge, George, 1408 Chene
 4 Taylor, John, 86 Bates
 5 Clapp, A. M., box 30
Owosso
 6 Graves, Alpheus A., 166 Congress Ypsilanti
 7 Hoyt, Roy G., 602 Cross
Unattached.
 8 Sornson, Maris
 9 Brooks, L. J., 307 W. Mason Jackson
 600 Legg, L. E., Gould Terrace
 1 Palmer, Frank A., 209 Morrell
 2 Ruhl, Chas. H., Hotel Ruhl
 3 Hoard, Frank H., 121 N. Front Marquette
 4 Orth, Samuel A.
 5 Ferrin, Charles S., 49 Front Mt. Clemons
 6 Hetzenbuehler, Fred, box 157
 7 Shattuck, Jesse C., 207 N. Wash. Owosso
 8 Behm, G. W., 38 S. Saginaw Pontiac
 9 Janke, Edward
 500 Everett, Henry L., 309 Brower Ypsilanti
 1 Kukkahn, August Woodmere

Over 126,000, MINNESOTA, 3-477.

Mankato C. C.
 502 Andrews, J. W.
 3 Palmer, G. M.
L. A. W. B. C.
 4 Ober, R. P., Nor. Pac. Ry. Co.
Over 126,000, MISSOURI, 4-1235.
Unattached.
 536 McPherson, H. L., box 411 Brookfield
 6 Switzer, Byron B., box 221 Kewanee
 7 Clarke, S. M., 4407 W. Bell St. Louis
 8 Crum, Frank B., 415 Locust

Over 126,000, NEBRASKA, 4-377.

Unattached.
 530 Scudder, Homer Beatrice
 540 Murphy, John B., 1st Serg., Co. H., 12th Fort Niobrara
 1 Lowe, L. G., 1824 Wirt Omaha
 2 Bruker, C. E. Ravenna

Over 126,000, NEW HAMPSHIRE, 7-1001

P. C. C.
 548 Webb, Chas. M., Pleasant Hotel Portsmouth
N. C. C.
 4 Holt, Wm. E., 88 Vine Nashua
Unattached.
 5 *Hubbard, Miss Helen, (P. O. # 27 St. James, av., Boston, Mass.) Charlestown
 6 Thayer, Fred I., box 533 Farmington
 7 Merrill, George H. Littleton
 8 *Mead, Mrs. Harry T. Manchester
 9 Stickney, Wm. W., 34 Stark av

Over 126,000, NEW JERSEY, 27-6016.

Stylus W.
 500 Kobus, Henry C., 4th & Spruce Camden
Tourists.
 1 Schoolmaker, Theo., Dundee Drive Clifton
F. W. W.
 2 Gall, James H., 337 Totowa av Paterson
 3 Schluter, Conrad West Hoboken
Unattached.
 4 Benton, B. B., 304 Ave. E. Bayonne
 5 Heaton, Geo. E. Bridgeboro
 6 Moorhead, Dr. W. J., 5 E. Benson Camden
 7 Sloan, Wm. V., 609 Chestnut
 8 Heller, Fred L., Bloomfield av Caldwell
 9 Beckett, Alonzo Glassboro
 500 Conrad, Fred J., 92 1/2 Ogden av Jersey City Heights
1 Davis, L. Arthur Lakewood
 2 Root, W. A., box 250
 3 Haight, Chas. E. Mountain View
 4 Long, Geo. W. Merchantville
 5 Murray, Ralph L., 227 E. Walnut av
 6 Bennett, Harry C. Moorestown
 7 Child, Benjamin W., 87 Mountain av Montclair
 8 Kocher, Edward H., 169 Parker Newark
 9 Satchwell, Wm., 94 Frederick
 500 Pearce, Joseph H. New Market

1 Wilson, Chas. W., 10 Church Orange
 2 Shuit, Clarence M., 120 Howe av Passaic
 3 Cartwright, Geo., 137 Broadway Paterson
 4 McCormack, Thos. F., 890 Lamberton Trenton
 5 Pullen, Wm. I., 227 S. Warren
 6 Daly, S. Tinton Falls

Over 126,000, NEW YORK, 149-25,205.

Forester W.
 577 Dorvaux, Albert J., 1610 Atlantic av Brooklyn
 8 Forslandt, Carl, 269 Reid Vallant.
 9 Swenson, Albert W., 201 Engert av Ampton W.
 580 Kaiser, John, 967 Metropolitan av O. C. W. L.
 1 *Wight, Mrs. P. L. Clifton
 2 Clute, L. S., 40 Broad Gloversville
 3 Hardy, Samuel J., box 35 Clinton C.
 4 Conklin, Samuel S. East Hampton
 5 O'Neill, Joseph A., 14 Van Wyck av Queens B. W.
Jamaica
 6 Odell, Chas. L., 125 Lander Newburgh
 7 Broderick, Wm. J., 62 Morton New York
B. C. W.
 8 Adrian, Chas. A., 292 E. Broadway
 9 Fox, Chas. A., 6 West 103 d
 580 Sweet, John O., box 556 Saugerties
Y. B. C.
 1 Elliott, Wm. A., 46 Caroline av Yonkers
 2 Estes, Alfred, box 26 Ausable Chasm
 3 Smith, V. J., 135 N. Pearl Albany
 4 Hopson, Rev. Dr. Geo. B. Annandale
 5 Collier, Claude E., 148 Conkitt av Binghamton
 6 Moore, W. F., 155 Vestal av
 7 Brettkopf, Joseph, Bushwick & Jamaica avs. Brooklyn
 8 Blancke, Chas. F., 176 Baltic
 9 Biedermann, F. B., 19 Clifton pl
 600 Barry, John J., 177, 42d
 1 Howley, James F., 118 Patchen av
 2 Drew, R. G., Jr., 99 Linwood
 3 Goldmumg, Herman, 260 20th
 4 Huber, Frank, 197 Harrison
 5 Hanhart, Wm., 523 Third
 6 Loader, George, 878 Fulton
 7 Merkel, Joseph, 650 Central av
 8 McCaw, W. L., 174 Fulton
 9 Metzinger, W., 35 Greenpoint av
 610 Miller, Albert, Jr., 91 Covert
 1 Ould, J. G., 1015 8th av
 2 Partridge, F. E., 166 45th
 3 Probst, Arthur F., 268 Berry
 4 Pendleton, F. S., 76 Broadway
 5 Pendleton, Thos. F., 793 Quincy
 6 Reinhardt, Chas., 756 Flushing av
 7 Vaugh, Wm. J. M., 252 De Kalb av
 8 *Walton, Mrs. S. E., 1104 3d av
 9 Williams, J. P., 83 Willowhby
 620 *Brownell, Miss Laura, 66 St. Felix
 1 Gumser, Adelbert G., M. D., 1202 Bailey av Buffalo

2 Mather, Chas. J., Ellicott sq
 3 Middaugh, J. E., Jr., 502 Mooney-Brisbane Bldg
 4 McLaughlin, John E., 380 Breckenridge
 5 Lyth, W. H., 169 Northland av
 6 Baldwin, A. Ray Cincinnatus
 7 Eberhard, John P. Clarence Center
 8 Stahley, Albert
 9 Smith, Ernest M., 507 W. HIM Elmira
 630 Miller, Wm. G., Ocean av Freeport
 1 Holcomb, Richard E., 78 State Flushing
 2 Williams, Chas. M. Henrietta
 3 Thwing, Merritt W., Main Hoosick Falls
 4 Goeller, Wm. Sr., 262 Fulton Jamaica
 5 Taylor, Willie W. Louisville
 6 Asher, Frank L., 20 So. 7th av Mt. Vernon
 7 *Pugh, Julia A., 21 Cottage av
 8 Higgins, John, 69 Lander Newburgh
 9 Foster, Percy J., North & Liberty
 640 Backus, E. Y., Empire Theatre New York
 1 Borden, Matthew S., 653 Boulevard
 2 Bogart, Adelbert N., 51 Echange Pl
 3 Burgoyne, Wm. M., 138 West 104
 4 Cowie, Francis G., 252 West 85
 5 Cushing, Thos. F., 322 West 42
 6 Coburn, Walter Scott, 49 East 132nd
 7 Clark, Lester H., 206 East 126
 8 Cotte, Gaspard L., 110, East 83rd
 9 Deckmeyer, Geo., 841 W. 51st
 650 *Dunnellen, Miss L., 20 East 47th
 1 Foster, James, 110 East 15th
 2 Conlan, John F., 148 East 115th
 3 *Gale, Mrs. H., 148 East 115th
 4 *Hanna, Miss Gertrude F., 21 N. Y. Prod. Ex. Bldg.
 5 Hastings, Frank S., 15 West 50th
 6 Hastings, Chas. F., 15 West 50th
 7 Hammond, Geo. E., 93 West
 8 Hasenbaly, Herman R., 95 William

9 Harwood, Geo., 308 West 22nd
 600 Hill, D. B., 25 Union Sq.
 1 Hubbard, A. N., 429 East 52nd
 2 *Hubbard, Mrs. A. N., 429 East 52nd
 3 *Keenan, Miss Sadie, 20 East 47th
 4 Longley, James F., 21 West 97th
 5 Manda, Walter, 434 East 87th
 6 Manheimer, Jacob, 159 Greene
 7 Mork, Seymour, 348 East 61st
 8 McCargar, Rush, Hotel Manhattan
 9 Montgomery, George, 254 West 39th
 670 Mutterer, Charles E., 455 West 44th
 1 Oppenheimer, Jack S., 6 Bond
 2 Peane, Henry, 209 East 107th
 3 Pula, Charles H., 119 East 23rd
 4 Robinson, Will S., 202 West 74
 5 Ramacciotti, A. D., 164 West 27th
 6 Schlecht, Carl F., 446 East 57th
 7 Spillito, Firmin, 186 William
 8 *Stroud, Miss Florence L., 1369 Franklin av
 9 Smart, John F., 219 East 11th
 680 Strauss, L. C., 51 Tribune Bldg.
 1 Schaefer, R. J., 114 East 51st
 2 Textor, Fred, 140 Second av
 3 Von Bein, H. E., 314 West 58th
 4 Bowen, Dennis, Bank of Niagara, Niagara Falls

5 Eshleman, Chas. H., 1922 Main
 6 Eshleman, Elmer T., 1922 Main
 7 Howard, Geo. J., Bank of Niagara
 8 Smith, Mrs. E. Deming, Box 233
 9 Ambrose, Rev. M. F. Norwood
 690 Nickerson, A. H., Box 65
 1 Ware, P. A., Box 128
 2 Hall, Charles P., Cary Seminary Oakfield
 3 McGraw, John H., 187 West 8th Oswego
 4 Barton, Frank Pine Plains
 5 Browne, A. W. Princes Bay
 6 *Browne, Mrs. A. W.
 7 Decker, Alva D., M. D.
 8 Bender, Henry, R. B. & W. Port Chester
 9 Vallere, H. N., R. B. & W.
 700 Miller, Adolph Rossville
 1 McCormick, John L. Ramapo
 2 Haley, John L.
 3 *Haynes, Miss E. A. Remsen
 4 Davis, Frank R., 2 Avondale Pk. Rochester
 5 Whittington, Jas., 8 W. Hawley
 6 Fagan, Edw. F., 20 Fifth av
 7 Stallman, George, 159 S. Fitzhugh
 8 Swift, Henry A., 72 Spring
 9 Cortis, D. M. Rome
 710 Dundon, J. George, Mill Salem
 1 Duval, A., 440 Broadway Saratoga Springs
 2 Lansing, W. G., 440 Broadway
 3 Williams, Edgar L., 426 Broadway
 4 Strong, Selah B. Setauket
 5 Foshay, Frank E., 92 So. Highland av Sing Sing
 6 Christian, Jas. E., Holbrook's Military Academy
 7 Turnure, E. T., 1 South Main Spring Valley
 8 Abraham, Wm. J., 374 West Fayette Syracuse
 9 Shaw, B. F. Suffern
 720 Canfield, W. W., The Observer Utica
 1 Ely, D. V., The Press
 2 Koeneke, Eugene L., 162 Park av
 3 Nuzum, H. F., Martin bldg
 4 Semple, W. A., Franklin sq
 5 Howard, Ethan H. Youngstown

Over 126,000, NORTH DAKOTA, 1-42.

Unattached.
 728 Leonard, G. R. Mandan
Over 126,000, OHIO, 24-2754.
C. W. C.
 727 Weber, John, 497 Central av Cleveland
 1 Wyandot B. C.
 8 Kennedy, Jared C. Harpster
M. B. C.
 9 Scott, D. G. Marysville
Unattached.
 730 Finch, Wm. L. Amesville
 1 Wilcox, L. T.
 2 Belknap, Geo. W., R. I. Ashtabula blk Ashtabula
 3 Lansing, Chas., 13 Chestnut
 4 Hiles, Harrison N., 615 So. Walnut Canton
 5 Jones, Chas. H., 616 E. Fifth Cincinnati
 6 Beiding, C. M., 89 Miles av Cleveland
 7 Miller, W. J., 2174 Axtell
 8 Radde, A. W., 413 Woodland av
 9 Sprague, Wm. F., 27 Euclid pl
 740 Olds, Marshall, 82 Jefferson av Columbus
 1 Scott, Herbert B., Mer. Nat'l B'k. Middletown
 2 Smith, Adam J., 626 Perry Sandusky
 3 Ducey, F. C., 28 Gallagher Springfield
 4 Mathews, Chas. G., 176 Linden av
 5 Obrien, Roy L., 8 Orchard
 6 Andrews, Wm. A. Trimble
 7 Scroggy, T. E. Xenia
 8 Zell, T. H.
 9 *Knollton, Emille, 208 East Main
 760 La Sourd, Harry S.

Over 126,000, PENNSYLVANIA, 98-22990

- Braddock Cyclers.
- 751 Baughman, Harry C., 42 Mills Braddock
- 2 Hutten, David H., 133 Kirkpatrick "
- 3 Kensingler, Geo. R., 320 Ninth "
- 4 Rosensteel, W. R., 208 Ninth "
- 5 Weida, Chas. B., M. D., 921 Braddock "
- avenue
- 6 Busher, John, 4546 Penn. av Pittsburgh
- 7 Johnson, Wm., 4061 Howley "
- Wolff Riders.
- 8 Reynolds, Geo. K. Lancaster
- Wheel Ovenbreck.
- 9 Johnson, Ferdinand M., 814 So. 48th "
- Tannhauser W.
- 760 Smith, Edmund, 910 No. 30th Philadelphia
- L. C. C.
- 1 Amberg, J. P., 4th St. Nat'l Bank "
- 2 Machugh, Geo. E., 127 So. Front "
- 3 Mothes, Eugene G., 16th & York "
- South End W.
- 4 Whitby, H. DeF., 1530 Christian "
- Century W.
- 5 *Blisey, Eleanor, 1630 No. 16th "
- 6 Campbell, Wm. W., Phila. County Club Bala.
- York W. C.
- 7 Allison, George, 316 W. Market York
- 8 Frey, Percy, S. Duke "
- 9 Gilbert, S. C., 115 So. Pine "
- 70 Sanders, A. D., W. Princes "
- Unattached.
- 1 Knox, H. K., 229 Juniata Allegheny
- 2 Paul, Edw. R., 10 Linden "
- 3 Anthony, E. P., box 1124 Annville
- 4 Bruce, J. Douglas Bryn Mawr
- 5 McCready, Howard, box 234 Catawissa
- 6 Collins, I. P., 22 So. East Coudersport
- 7 Brenner, Fred J., box 223 Elwood City
- 8 *Reynolds, Ida Francis Elwyn
- 9 Beattie, Chas., 4041 Ashland Frankford
- 780 Beattie, Alex, 4041 Ashland "
- 1 Calland, Chas. E., 4531 Mulberry "
- 2 Broadbelt, Wm. J., 4991 Sheldon Germantown
- 3 *Young, Mrs. Annie K. Gettysburg
- 4 Steffy, Wm. M., box 70 "
- 5 Knapp, W. C. Hawley
- 6 *Hahn, Miss M. M., 915 No. 3rd Harrisburg
- 7 Snyder, John M., Allegheny & Wayne Hollidaysburg
- 8 Allen, James Jernyn
- 9 Frank, C. A., 208 Franklin Johnston
- 790 Steele, Geo. D., box 175 "
- 1 March, E. W. Kinzua
- 2 Millsbaugh, Henry W. Lovett
- 3 Kinkaid, Jas. L., 535 Coursin McKeesport
- 4 Moore, Harry G., 127 Market "
- 5 Bracken, E. S., 1104 Evans av "
- 6 Lovering, D. J. Minooka

- 7 Archer, Percy L. Narberth
- 8 Crouch, W. Lee, box 383 New Brighton
- 9 Sager, J. D. " "
- 900 White, T. S., box 212 " "
- 1 Betts, B. Franklin, 3317 No. 16th Philadelphia
- 2 Casner, Wm. E., Limeville Pike, Pitts-ville
- 3 Durkin, Henry C., Eagle Hotel "
- 4 Duerding, Dr. F. F., 517 W. Girard av "
- 5 *Elsenbrey, Jennie C., 2429 No. 10th "
- 6 Frank, J. H., 2116 Mt. Vernon "
- 7 Gaskill, R. C., 129 No. 21st "
- 8 *Gaskill, Caroline, 4809 Springfield av "
- 9 *Hunter, Florence M., 1949 No. 20th "
- 510 Kehler, B. Frank, 1708 No. 8th "
- 1 Knauff, Theo. C., 248 Bourse "
- 2 Langbein, Gustave, 1301 Filbert "
- 3 Lewis, Henry, Arch St. Theatre "
- 4 Lake, W. N., 3111 Gordon "
- 5 Mullen, Edward, 225 Hamilton "
- 6 Mitchell, Harry F., 721 Berks, "
- 7 Markley, A. T., 1935 Master "
- 8 *Markley, Miss Sara, 1935 Master "
- 9 Nebig, Wm. G., 18th st & Susquehanna av "
- 820 *Pastorius, Miss A. H., 6205 German-town av "
- 1 Purdy, Dr. J. W., 1949 No. 20th "
- 2 Reade, B. Frank, 1324 Vine "
- 3 Sullivan, James S., 2330 Columbia av "
- 4 Shaw, Matthias, 2402 Opal "
- 5 *Seche, Mrs. H. B., 10th & Sansome "
- 6 Scott, Wm. Miller, 401 Chestnut "
- 7 Thomas, S. H., 2113 Pine "
- 8 Tatum, Edward P., 2123 Arch "
- 9 Warwick, W. H. G., 3013 Dauphin "
- 830 Webb, Calvin E., Chestnut St. Opera House
- 1 Graff, Otto C., 52 Berner bldg Pittsburg
- 2 White, J. Crocker, 27 9th "
- 3 Allison, Robert Port Carbon
- 4 Krause, Aaron S., 434 Walnut Pottstown
- 5 Haldeman, E. C. T., 1304 Howard av Pottsville
- 6 Faust, E. G. "
- 7 *Yunger, Miss Katie L., 4352 Dexter Roxborough
- 8 Durkin, P. F., Grand Central Hotel Scranton
- 9 Tatnall, Chas. G., 705 Decota So. Bethlehem
- 840 Brower, P. H. Spring City
- 1 Sheeler, A. C. "
- 2 Diemer, Geo. M. "
- 3 Brower, Leon E. "
- 4 Taylor, W. A. Watstown
- 5 Hockman, J. Donald, box 781 Waynesboro
- 6 Kane, Frank A., 4961 Girard av West Philadelphia
- 7 Ulrich, Frank E., Walters Park Wernersville
- 8 Moore, Wm. W., Jr. Wrightsville

Over 126,000, RHODE ISLAND, 11-1545

- R. I. W.
- 849 Farnell, Frank, 411 Industrial bldg Providence
- Dayton Bl. Club.
- 850 Walmsley, C. J., 172 Pine " "
- E. Prov. W.
- 1 Sisson, H. W., 172 Pine " "
- Y. M. W.
- 2 Ball, Geo. E., 178 Hamilton " "
- Unattached.
- 3 Tandy, Irving W., 19 New Fenner av Arlington
- 854 Barrett, F. J., 59 Eddy Providence
- 5 Manchester, Walter A., H. & L. "
- 6 Stevens, Clinton F., 20 Redwing "
- 7 Johnson, Geo. H., Engine 4, Mill "
- 8 O'Neil, M. W., 77 Water Warren
- 9 Turner, M. W., box 156 "

Over 126,000, SOUTHERN CALIFORNIA, 2-357.

- Unattached.
- 860 Ueber, Wm. R., 1314 S. Olive Los Angeles
- 1 Cochrane, D., Holyrood Hotel Riverside

Over 126,000, TEXAS, 1-274.

- Unattached.
- 862 Sessoms, W. T., box 324 Houston

Over 126,000, VIRGINIA, 3-165.

- Lakeside W. C.
- 863 Meloney, Henry T., box 526 Richmond
- Unattached.
- 4 Filpen, H. B., 1307 E. Main "
- 5 Parsons, Townsend A., 501 W. Broad "

Over 126,000, WISCONSIN, 14-2348.

- Kendall C. C.
- 866 Waffe, Warren W. Kendall
- No. Milwaukee W.
- 7 Schreiber, E. W., box 36 No. Milwaukee Unattached.
- 8 McKinney, Fred W. Evansville
- 9 Boss, G. W., 1103 So. Quincy Green Bay
- 870 Le Fevre, Geo., C. M. & St. P. Depot "
- 1 Smith, W. E., 536 So. Jackson "
- 2 Upp, James C., care Diamond Match Co. "
- 3 Puerner, Edward C. Jefferson
- 4 Buckmaster, A. E., 90 Main Kenosha
- 5 Maller, Robert E., box 265 "
- 6 Parker, M. E., box 117 La Farge
- 7 Fiedjers, Herman Marinette
- 8 Carmichael, Milton, 79 Loan & Trust bldg Milwaukee
- 9 Collins, J. W., box 415 Port Washington

A MUCH-NEEDED CYCLE PATH.

The question is asked by No. 90,925 whether there is any prospect of, or any effort being made for, a cycle path between the Jersey City ferries and Newark, N. J., and he says that such a path would afford a good opportunity to thousands for riding to and from business.

Such a path has been discussed by wheelmen at times for a dozen years, but no definite steps, we believe, have ever been taken toward securing one. The existing roads across the Jersey meadows are neither good nor pleasant, and through both Jersey City and Hoboken they are bad, while the Newark ends are miserable. Many thousand wheelmen who reside in New Jersey do business in New York, and would be glad to ride in and out daily in good weather, if they had a good path to travel over. New Jersey and New York should join hands in the undertaking, for hosts of New York cyclists visit the New Jersey roads weekly during eight months of the year, and would be very glad to be able to ride out instead of taking a train.

SUNDAY goodness will not excuse week-day meanness.

League member No. 185,876 writes as follows:

"On Sunday, March 20, I took a thirty mile spin over Long Island roads that were in absolutely perfect condition. I went into beautiful groves that bordered these roads, and carried home a handsome bunch of hepaticas, in full bloom. Song-sparrows were singing, blue birds and robins were in evidence everywhere as I rolled joyously along, and, to my mind, there was no doubt but that Spring had come, and come to stay. On Monday morning, however, I got out at seven o'clock, and shoveled five inches of snow from my sidewalk.

I am only 62 years old, and have been riding the wheel off and on since the first introduction of the velocipede, and I would not swap my wheel to-day for all the Vanderbilt millions if I could not get another.

Foot-paths are hard and oft desired, —
Wheel tracks would be if "foot"-wide tired.

No. 171,549.

Narrow tires and horses' feet cut up dirt roads. With wide tires, and the horses hitched so as to travel in front of them, a big step toward acquiring better roads would be made.

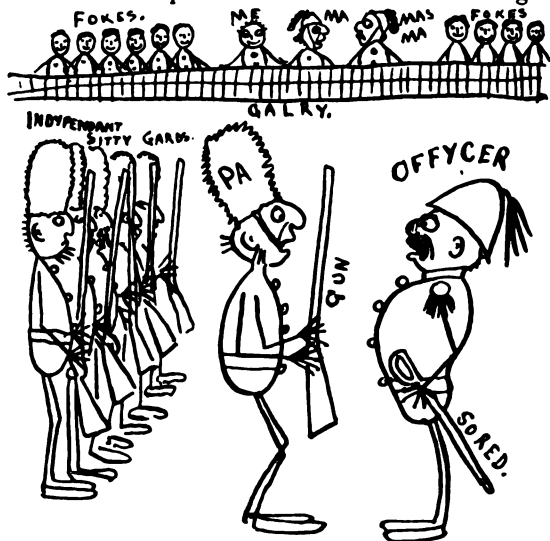
QUERIES AND ANSWERS

No. 171,362:—A compound of beeswax and graphite was described on page 579 of the L. A. W. BULLETIN, Nov. 12, 1897.

No. 76,017:—We know of no cycling papers published exclusively for women, in this country.

Dear Uncle Bulatin :

Weer bak hoam agane. Bin hoam most 2 weaks now. Thare aint mutch doin hear ecksept Pas bein a soldyer. Yu see he beelongs to the Indypendant Sitty Gards and alwas gos to thare bannkwits and hez a hie ole tyme but he never gos to the drills or anythying like thatt. Wel laityly the fokes hev bin afrade uv wor with Spane so the Jenral uv the Stait Trupes sent em wurd thatt he wuz goin



to send a offcyer down to see em dril and inspeckd em. Gee, but that sturd em upp. Whenn Pa gut bak frum East Squakit thay sent him wurd thatt he abslutely *must* be at the Armyr thatt nite bekoz tha wuz goin to be inspeckted. Pa sent wurd he coodent kum but thay sent tew soldyers arftur him so hee went. Ma and Me and Ma's Ma went down to the Armyr and set in the galry sos ter se the dril. The ofcyer wuz a red fased feller and mity stif and feerse. The Gards kum marchin owt on the flore and drild. Pa wuz with em and he cudent do nuthin rite. Thay

wuz awl bad butt he wuz a holie sho. The ofcyer watchd em dril a spel and then he stept upp in frunt uv Pas kumpeny and sez, "Holt." Thenn hee startid to putt em threw the manyuel. Pritty sune he stopps and sez "Whatt *is* thatt man tryin to do? Stepp forwud?" He wuz torkin to Pa so Pa dun it. "Now," sez the ofcyer. "Rite showldur Arms!" No, no! *Rite* showlder, nott lefft! Rite! RITE! Don't yew no yure rite showldur? Now do itt over! Straten upp! Brace bak yure showlders! Yew luke like a hump baked camil! Now lets see if yuve lern't whare yure rite showldur is! Oh, fer Hevins *sai!* STAN UPP STRATE, do yer HEAR? Thro owt yer chest! NOT Your STUMUCK! Yure the wurst attempt at a soldyer I ever sor! Corpral, taik thiss man over in that korner and dril him fer an hour in the posishon of a soldyur. Hees a outrage to the Stait!" Wel sa! the Armyr wuz krowded and Pa new most evrybuddy thair. And he hed to stan over inn the korner and maik a fule uv hymself befoar orl uv em besydes swettin hymself most to deth. He aint gut over it yet. Hee kant slepe nites fer hees afrade thare wil be a wor and heel hev to go.

Yure Lovin Neffyu
Sandy.

P. S. I wuz mity gladd to see Jim. Jim is our kat. Yu remembur.



A PLASTER BUST.

The wind in his tire was almost gone,
But still he pedalled on and on,
Till he saw a pump beside the road,
When his tire exclaimed,
"Well, I'll be blown!"

It makes a cyclist brave enough to attempt a ride of most any length if he feels he has the wind at his back.

"OH, you give me a pane," as the window-sash said to the glazier."

"I AM not a tramp, Madam, said Weary Willie, "I am an escaped reconcentrado."

It makes me blue, it must be said,
To see the "yellow journals" read.

"You take my breath away," said Old Soak to the cardamon seed.

THE Spring cleaning season is at hand and cyclists are now scouring the country roads.

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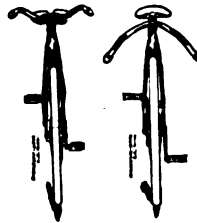


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All we ask is that you give the Clipper a show. Compare it to any wheel in the world at any price, inspect carefully every part, every ounce of metal and every inch of finish—we are willing to take chances on your verdict. It's the wheel you ought to buy at the price you ought to pay.

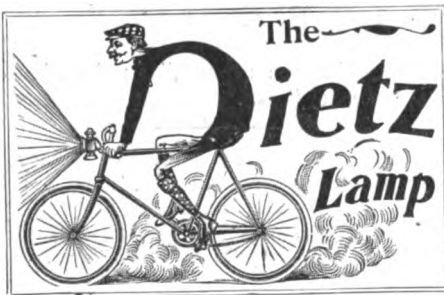
THE CLIPPER PEOPLE,
GRAND RAPIDS, MICH.

T-75.

BE GOOD

It is a hard task for the average man and requires the showing forth of many excellent qualities. But for a bicycle lamp to be good, really requires but two things:

- 1st. To Give a Good Light.
- 2d. To Stay Alight in Spite of Wind and Jar.



beautifully combines these two good qualities. It also has the other and lesser virtues belonging to the

**Perfect
Bicycle Lamp.**

Therefore, as one step in your effort to **BE GOOD** **BE WISE** and buy one of them **AND YOU WILL BE HAPPY.**

Send for circular or, better still, send \$2.50 which is the reasonable price at which we sell one, delivered anywhere.

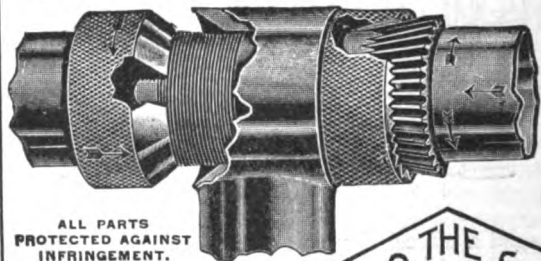
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