

# THE BULLETIN AND GOOD ROADS



OFFICIAL ORGAN

OF THE LEAGUE OF

AMERICAN

WHEELMEN.

"The Road is a  
Creation of man  
and a type of  
civilized  
Society."

Vol. XXVII.

Boston, April 15, 1898.

Number 15.



ROAD NEAR WHEELING, W. VA.

Photo. by Chas. H. Wincher, Wheeling.

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, 97,085.

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## Glad to Advocate Palmer Tires

**F. W. MAYO, 17 Chamber of Commerce, Milwaukee, Wis., on March 20, 1898, writes:**

"My brother and I ride Sterling cycles with your tires, and find they give excellent satisfaction in every respect. Last summer we purchased a Sterling tandem fitted with the Palmer Tandem Tires, and am glad to state that for the entire ensuing season (six and one-half months) we never put pump to rear tire, and only twice to front tire, and then we think it was on account of some small particles of grit or dust in valve; for after we had the valve cleaned and a new spring inserted we had no further occasion to use our pump. We are very enthusiastic riders, and do not confine our riding to mincing around on boulevards in urban territory. We have, as the traveling man would say, made every town and village within a radius of 175 to 200 miles of this city, without regard to condition of roads, and still I am able to say the tires hold up remarkably well, and I would not be without them for twice the list price. On good roads, with moderate speed, they fairly HUM, talk to you and seem to say: 'Come on, boys!' and with greater speed seem ALIVE with the spirit that makes a rider love his mount.

"I am always glad to advocate the good Palmer Tires. There are others, but none so fine."

## Riding Four Seasons on One Pair Palmer Tires.

**L. F. JACKSON, 87 Front Street, New York City, on March 30, 1898, writes:**

"Three years ago I bought my first bicycle, and asked to have the Palmer Tires. I have used the same over all kinds of roads and have had but one puncture, and today the same old tires are in very good condition. I cannot speak too highly of your tires."

**THE PALMER PNEUMATIC TIRE CO., Chicago.** New York Offices: 66-68 Reade Street

### Or Would It?

"What's in a name? That which we call a rose  
By any other name would smell as sweet."  
And e'en a bicycle, or so we may suppose,  
By any other name would be as fleet.

### ANOTHER BRAVE CYCLIST.

It may be that the very timid persons dare not mount the steed of steel, and hence this may be why those who do dare to mount it are credited with doing so many deeds of genuine daring.

Be that as it may, the newspapers contain not a few reports of the doings of cyclists that reflect very commendably upon the hardy heroism and dauntless determination of the knights of the wheel.

The following clipping, from a recent issue of *The Daily Expositor*, Fairmount, W. Va., tells how Vice-Consul Stevenson, of that State, stopped a runaway horse:

Yesterday afternoon about 4 o'clock a dangerous feat was performed on a wheel by W. S. Stevenson, who was out for an airing, the day being attractive after a long siege of rainy weather. Mr. Stevenson was nearing the top of Fairmont avenue, when he met a runaway team coming in the opposite direction. It was a horse and buggy belonging to W. B. Brooks and had been left hitched. The horse had become frightened and broken loose and started down the avenue as hard as he could gallop. The top of the buggy was still up and a gum robe and lap-robe as well as the lines were dragging the road. Mr. Stevenson closely observed the situation, turned on his wheel and raced. He came up alongside of the horse, guiding his wheel with one hand and with the other he grasped the bridle at the bit, stayed the horse and in a minute or two had him at a standstill near Capt. Helmick's

residence. His position was a very perilous one indeed from the fact that he must not ride slower than the horse's speed, else he fall under the horse's feet and the buggy wheels, besides the difficulty of riding at such a rapid pace with only one hand on the handle-bar, as well as the danger of the horse turning upon him, or else the peril of running into some object ahead.

The horse was trembling with excitement when stopped and was almost unmanageable. If he had continued to run down the avenue he was almost certain to run into some person, as the lower end of the avenue was almost crowded with pedestrians and vehicles.



TOUCHING HIM FOR A FARE.

### That Strange Creature.

The scorcher as he madly speeds  
Has this peculiarity:  
His horizontalness exceeds  
His perpendicularity.

WHILE the man learning to ride the bicycle is making a study of the centre of gravity the on-lookers consider him a centre of levity.

ALL cyclists cannot be handsome, but all can be modest.

When we feel the earth tremble we're certain to quake,  
For we fear something's wrong when it gives us the shake.

No. 6,401 recommends the bicycle for fat people, for they can lower the handle-bar and it will make them lean.

## THE WANAMAKER WAY OF SELLING BICYCLES AND SUNDRIES:

We went into the bicycle business a good many years ago, and we have done some things worth talking about. From the very beginning our effort has been toward the reduction of price and the elevation of quality. It was the

### ...CONTINENTAL BICYCLE...

offered by us last year that really put the finishing touch to the price conditions, and precipitated the general smash in figures.

We sell bicycles as we sell everything else,—first finding the **best**, next arranging to sell it at the **lowest possible price**. That's the Wanamaker way,—quality first, price afterward. We have, for the season of 1898, a string of nine wheels, which we think are the best bicycle values for the money in the market this season. That sounds like every-day advertising talk, but it's true.

We'll speak only of three,—the **Humber**, which we control for the Atlantic Coast region, from Hartford to Washington; the **CONTINENTAL**, which is our own pet wheel, and the biggest \$40 worth in America, and the **CORONET**, which is the best cheap wheel we could find.

**The Humber Prices are \$73, \$75 and \$79.**

**The Continental Price is \$40.**

**The Coronet Price is \$25.**

That Coronet, particularly, is a perfect wonder for the money. We are proud of it.

We sell sundries on this same basis,—a little cheaper than anyone else. Ask prices of lamps and bells, and outfitting generally. We are good correspondents,—write us about your bicycle wants, and inquire into these wheels of ours.

NEW YORK....

**JOHN WANAMAKER**

....PHILADELPHIA

#### A Shining Light.

Oh, he's a broad "free-thinker," and there's nothing suits him more

Than to get a crowd of loafers in the corner grocery store,  
Where he borrows his tobacco as he wages a tirade  
Against the terrible mistakes he tells them Moses made.

A League sister writes "gauntlet gloves, similar to those worn by cavalymen, can be purchased at almost any first-class store where gloves are sold, and are to be had both with or without buttons. I have worn this style of glove, and no other, for three years. For my own use I prefer those without buttons, as they are more easy to the hand and wrist,—beside, the gauntlet is of a much better style.

League member No. 67,391, writing from St. Augustine, Fla., says, "A short time ago a visitor to this city, while riding his wheel in the early evening, with lamp burning in good shape, was run into by a 'scorcher.' Our visitor sustained a fracture of the jaw and left arm, and dislocation of wrist. He was not an L. A. W. member. Didn't know there was such an organization. We took it up. Collected necessary evidence. Had the 'scorcher,' who is one of the local 'celebrities,' arrested. Inside of one week from the day of accident, he had been tried, convicted and sentenced to sixty days or a fine of \$50. I do not think we have fifty members in our city, but we certainly 'mean business,' and have 'hopes' for the future. This just shows that L. A. W. members, who have the good of our League

at heart, do not respect 'persons,' and are as willing to punish misdemeanors on the part of their own as well as when outsiders are at fault."

THE horse and the carriage shall lie down together and a little bicycle shall lead them.



CYCLERS' SNAP SHOTS.—LOG DRIVE AT CLEARFIELD, PA., ON WEST BRANCH SUSQUEHANNA RIVER.

Photograph by W. F. Bradley.

DON'T try to ride over a dog. It might bark your shins.

ALL work and no play makes a bicycle's working-joints dull pieces of mechanism.

## IVER JOHNSON HAMMER CYCLE REVOLVERS

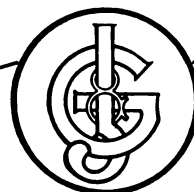
YOU DON'T NEED ONE...  
...HAVE NO USE FOR THEM

You may not need one at this minute, but you may need one when you least expect it. At such a time it would be worth many times its price. You should have one as a protection. The revolver is perfectly safe—its accidental discharge being impossible. It fires five shots, is automatic in action, and its short two-inch barrel permits of its being easily carried in the pocket. The only way to discharge it is by pulling the trigger,—no exploding from catching in the clothing, etc. A valuable companion on a wheel trip. Send for one.

## Iver Johnson's Arms and Cycle Works,

Branches: New York,  
Boston, Worcester.

FITCHBURG, MASS.



## "Watch the Tires!"

In these days of low prices, bicycle buyers should remember that some makers save \$\$\$ on every wheel by fitting cheap tires, for which you suffer.

# Rambler

BICYCLES

Price \$60,

All have G. & J. Tires,—most costly,  
but most reliable.

Inspection of Ramblers invited by all  
Rambler agents. New agents wanted.  
Address Department G.

GORMULLY &amp; JEFFERY MFG. CO.

... CHICAGO ...

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

## The Difference.

In grandpa's time he used to drive two oxen large and strong,  
And yet 't was at a snail's slow pace they carted him along;  
But since the fleeting cycle came with two small calves one  
may  
Go whirling through the country lanes a hundred miles a day.

## "THE MEANEST MORTAL."

Some person, whose name we regret to say we do not know, residing in Scranton, Pa., is making a strong effort to capture the first prize in "the meanest mortal" contest. One of the principal streets of that city is paved with blocks which are rough for cycle riding, but between the street-car rails is vitrified brick pavement, which makes a smooth and much-used path for cyclists. The street-car company has never objected to this use of their tracks. Recently three pieces of card-board, containing about 200 tacks were found nicely hidden beneath the dust between the rails, the points of the tacks sticking up just far enough to puncture tires, and nearly a hundred other tacks were scattered about loosely. Fred E. Beers, a local consul, saw a tack in the dust, and, dismounting to pick it up, discovered the others. The local police and others are still trying to discover the wretch who planned the trouble. If he is found out the wheelmen of Scranton will teach him a trick worth two of the one he played.

WHY don't *you* see about putting up that sign-board?

## DEACON PEACEFUL'S OPINION.

NIXON WATERMAN.



**T**HIS talk about a fuss with Spain don't suit *me* quite so well.

Brave Gen'l Sherman hit it right in sayin', "War is Hell!"

Fer once you git a-goin', why, afore the fight is through, You're apt to kill somebody, er somebody else kill you.

Now I ain't wantin' to be killed an' so it's my idee  
The other feller's thinkin' jest about the same as me.  
I s'pose he's got a mother er a wife an' children dear,  
Er someone else that loves him 'bout the same as folks has here.

Ef one man kills another, why its murder, plain as day!  
An' 'tain't no different when it's done in some big wholesale way.

I don't want *my* boy's heart shot out, and so I must condemn  
His killin' other folks's boys that's jest as dear to them.

In our big fuss 'twixt North and South, fer four long years I fit

An' done the very best I could to down the foe, an' yit  
Ef my gun ever killed a man the fact from me was hid,  
An', jest 'twixt me an' you, I hope to God it never did!

Now't seems to me, in this late day, we orter find some plan  
O' meetin' men like brothers, an' agreein' man an' man.  
We've had our victories o' war! It's time fer wars to cease  
Now let's be brave an' show the world our victories o' Peace.

Don't jeer the man on a poor wheel. He may trade it for a better one than yours.

# THE L. A. W. Bulletin.

## AND Good Roads

### A WEEKLY JOURNAL

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

PUBLISHED FRIDAYS BY

**STERLING ELLIOTT,**  
BOSTON, MASS.

EXCLUSIVE ADVERTISING REPRESENTATIVES:

**CEYLER & DAVIS.**

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

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

#### SUBSCRIPTION PRICE:

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

Editor: **STERLING ELLIOTT.**

Associate Editors:

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

**APRIL 15, 1898.**

### WORK AND PLAY.

VISITORS from other countries say we work too hard and chase "the almighty dollar" too earnestly. They tell us money-getting is our national hobby and gold is our god. Is there any truth in all "they say?" There may be just a little bit, but so long as we appear to be improving in some respects, there is hope for us.

The people of this country are celebrating holidays more numerous and generally than they did a score of years ago. To Christmas, Fourth of July and Thanksgiving have been added other National holidays, as well as State and locally-observed anniversaries, neighborhood celebrations, harvest festivals, fairs, etc. And added to these are the still more important Saturday half-holidays, which are now generally enjoyed by a goodly majority of the people, particularly in the larger cities.

With more leisure time has come the demand for more and better ways of enjoying it. The playing of games is becoming more general year by year, especially those games and moderate athletics in which women may actively participate.

The fact remains, however, that the one great feature that has made holidays worth the having has been the bicycle. It is everywhere in evidence. It answers the questions, "What shall I do?"

Sent to paid subscribers,.....	97,085
Filed in as many hotels,.....	1,006
Filed in Public Libraries and Reading Rooms,.....	1,166
To advertisers and exchanges,.....	2,743
<b>Total number printed this week,.....</b>	<b>102,000</b>

"Where shall I go?" "How shall I reach there?" But for its presence half the enjoyment and benefit of holidays would be lost. The bicycle is a holiday-maker for all classes and ages.

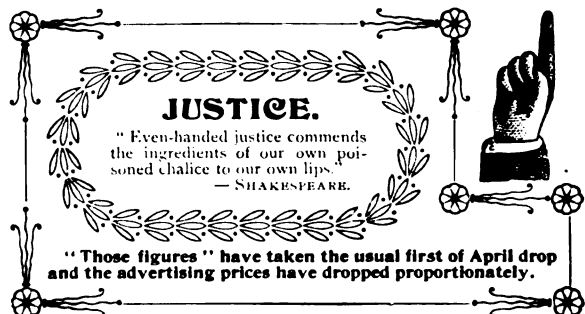
And who shall say the bicycle is not doing much to woo us away from our too constant application to duty? And will it not so influence us that we shall turn away from our worship of the golden calf and seek the shrines of beauty Nature has so graciously fashioned for us by sea and shore in field and forest?

### CLAIMS MACMILLAN'S HONORS.

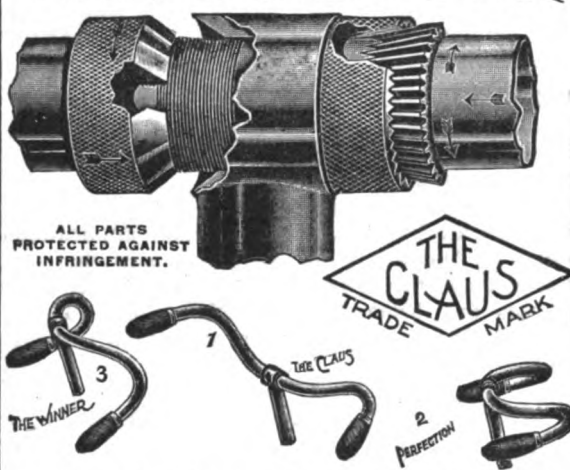
A somewhat contradictory claim for the honor of having built Macmillan's first machine for him, in 1838, has just been put forth by one A. Slade, according to the English *Cyclist*. This claimant writes: "Sixty years ago I made a *tricycle* for a Scotchman — Macmillan by name — to carry his pack. It was made with lancewood wheels, ash frame, and pedal levers made to his own plan. He could ride it but not carry his pack. An account of it came out in *The Strand Magazine*, with the name of Macmillan, about four years ago. I saw it at the Stanley Show with some others several years ago, and it is still in existence somewhere."

Supposing this claim to be correct, it does not invalidate Macmillan's claim to have made the first safety bicycle. Mr. Slade expressly says a *tricycle*, and it has been established that Macmillan first made a tricycle, to which he applied his lever-driving gear. Possibly, Mr. Slade made the woodwork — he admits that the driving-gear was Macmillan's "own plan." This, then, would leave to Macmillan the full credit of the invention, as the work was evidently done under his personal supervision.

But other statements made by Mr. Slade tend to make it uncertain whether his memory is not seriously at fault, for the old gentleman is over ninety years old. He says that Macmillan could ride it, but could not carry his pack on it. If this was so, the machine must have been of strange design, or



## THE CLAUS BAR



ALL PARTS  
PROTECTED AGAINST  
INFRINGEMENT.

THE  
CLAUS  
TRADE  
MARK

1 THE CLAUS  
2 PERFECTION  
3 THE WINNER

### THE BAR THAT IS PERFECTION

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

Our Catalogue for the asking.

THE CLAUS HANDLE BAR MFG. CO., MILWAUKEE, WIS.



## Riding a Gilliam Saddle

### MEANS EASE AND COMFORT

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

“Saddleosophy” and “Points on Saddles.”

GILLIAM MFG. CO., Canton, Ohio.

phenomenally heavy, or the pack must have been exceedingly bulky. It could not have been lack of skill on Macmillan's part.

Again, Mr. Slade asserts that he saw the machine he built at the Stanley Show, and, in this case, evidently refers to a *bicycle*. He thus appears to confuse tricycle and bicycle. If he built Macmillan a machine, and it was a two-wheeler, he must be in error regarding the Scotchman's ability to ride it, for it is recorded that Macmillan was exceedingly skillful, and could carry a little girl on his shoulder. A further interview with Mr. Slade would be interesting, but it does not seem likely to affect Kirkpatrick Macmillan's claim as the real inventor.

Bicycles and tricycles, fitted with cushion tires, are included in the list of machines kept for rental purposes, according to a price-list lately issued in London. The rate for cushions is twenty to twenty-five per cent. less than for pneumatics.

Avoid riding too fast or too far. Don't try to be as big a fool as the other fellow.

Don't scorch all the while you are on a wheel, nor run all the way if you happen to be traveling afoot.

It is well for a cyclist to remember that he possesses but one pair of legs.

#### NOT BECAUSE OF CYCLING.

Several famous French racing men have been excused from army service on the ground of physical incapacity, and some doleful people have found in this fact an argument against cycling. Before attempting to prove too much, however, it should be recorded that the French law allows those who may be in foreign countries when their time of service arrives to secure medical examination at the consulate in the town in which they may be, and it is rumored that under these circumstances the examinations are liable to show that the parties are unfit for duty in the army. That so many racing men happened to be in foreign lands when the times came for their examination seems a singular coincidence.

#### FOR RHODE ISLAND'S NEW BILL.

An argument in support of the proposed legislation relating to State Highways in Rhode Island has been printed to present to the judiciary committee of the senate. It reviews the work undertaken in the State since 1892, and gives the text of the proposed new act, which is largely modelled on that of Massachusetts.

When you are riding away from home always remember it is a little bit further back again.

Better a short ride with pleasure than a century with distress.

# \$100 CASH

... FOR ...

## L. A. W. MEMBERS

In order to obtain from L. A. W. members their opinions of the "Search-Light" lantern, we have decided to offer the following prizes for the most interesting experiences:

**\$50 for the Best.**

**\$25 for Second.**

**\$15 for Third.**

**\$10 for Fourth.**

The Competition is open only to L. A. W. members, and stories written must be signed with full name, address and League number.

A competent jury will select the winners.  
Competition closes April 30, 1898.

### BRIDGEPORT BRASS COMPANY

Bridgeport, Conn.



**The Popular Wheel at the Standard Price  
and no Better Wheel at Any Price.**

**Crescents are built on honor  
and sold on their merits.**

**Crescent Quality and Crescent Beauty at Crescent Prices  
should make you and your friends Crescent Riders.**

'98 CATALOGUE FREE.

## Western Wheel Works

CHICAGO.

NEW YORK.

### JUDGE MARSHALL ON THE HIGHWAYS.

At the convention of the Missouri Bar Association, Judge Marshall, of the State Supreme Court, spoke as follows in the course of his address:

"We need good roads in the State. At present, I understand, there are not over six counties that have anything like a system of improved roads. Under our constitution it is not possible to legislate so as to bring about any extensive system of improvement, and the limitation upon the taxing powers of the counties prevents their improvement out of general revenue. Accessibility determines the value of all property, and the richest lands are not salable at fair prices where the roads are such that the crops cannot be transported quickly and cheaply to the market centres. Good roads in Missouri would make thousands of farmers rich, who are, under existing conditions, struggling for a bare existence. We have riches of divers kinds hidden in the bowels of the earth, which would be produced and marketed if we only had good roads. Capital would be attracted to our State seeking investment, and our people would have a sure and fair sale of their crops, even while they were growing in the fields."

The city of New York pays sixty-two per cent. of the State tax; it is thus making a big contribution to better highways under the provisions of the Higbie-Armstrong bill, — thirty-one per cent. of the whole.

### DANCING AND RUNNING vs. CYCLING.

It is said that cycling affects one's dancing ability, and it is not unlikely that this is true, provided a great deal of riding is indulged in, or a hard ride is taken shortly before a dance. It is a fact that a number of foot-racers have refused to ride a wheel as long as they participated in running races; because they believed that cycling affected their running ability. They claimed that the physical action was so different between the two exercises that the light, quick motion essential to running well was seriously hampered by the quieter and more deliberate action of pedaling. Probably this is true, and very likely the same thing applies to dancing, though hard and persistent cycling would be required to produce a marked effect on either.

### TOURING IN NEW JERSEY.

The best maps for use in New Jersey are those issued by the State Geological Survey, whose office is in New Brunswick, with I. S. Upson in charge. The State is divided into seventeen sections, in each of which the roads and elevations are accurately and completely given, thus affording the best possible guide for laying out trips and tours. The sections are sold separately, and a key and list may be obtained by enclosing a stamp to Mr. Upson. Northern Jersey is quite hilly, but many of the roads are good and the scenery is delightful.



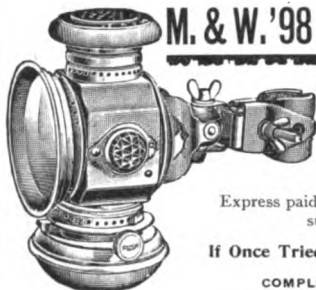
## The Wheelman's Log

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 BICYCLE LAMP**

The Light That  
Never Fails.

Price, \$2.50

Express paid if local dealer cannot supply you.

If Once Tried, Never Put Aside.

COMPLETE IN ITSELF.

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

BURNS KEROSENE.

EASILY CLEANED.

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

"Made Like a Watch."

Write for Prices.

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

40 MURRAY ST.,  
NEW YORK.

WATERBURY,  
CONN.

# "CHASE" TRADE MARK

## TOUGH-TREAD TIRE



Light and Resilient.  
Practically Puncture Proof.

ALSO **FOXHOUND TIRE**

Exceptionally Fast. Acknowledged to be the Speediest Tire yet produced.

## CHASE SPECIAL AND VULCAN

The equal of any High Grade Standard Tires in the market.

**FREE** Our '98 Catalogue and Booklet about **FREE**  
...TIRES...

Their use and abuse. How to repair them. How to put them on your wheel, etc., etc., sent free on application provided you mention this paper.

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

## FOR NUMBERING COUNTRY HOUSES.

Residents of the country desire to see the rural districts placed in every practicable way on an equality with the city, and city dwellers are gradually learning that the whole land would be materially benefited in many ways if this end were attained. The improvement of highways by State aid is a long step in the right direction, and makes possible the introduction of other features calculated to ameliorate conditions and bring the back country districts into closer touch with the world. Easy means of communication, more rapid transit, the electric car everywhere crossing the land, free rural postal delivery, and some plan for naming roads and numbering houses so that the farm house may be as readily located as the city house, are among the improvements that the near future ought to bring.

A plan for the last-named purpose is being pressed by the *California Cultivator*. All roads, beginning at the county seat or end nearest, are divided into sections of one mile each, and each mile into ten blocks, with an odd number for one side and an even one for the other. The houses on each block are designated by the block number, with a distinguishing letter following it. This locates every house and tells how far it is from the beginning of the road. To find block 436, divide by two (as blocks one and two are opposite each other), getting 218, and then divide by ten (as there are ten blocks to the mile), and it will be plain that block 436 is 21.8 miles from the beginning of the road. The adoption of this

plan, the *Cultivator* thinks, would pave the way for a speedy enforcement of a rural free delivery of mails.

THE distress you cause others must be subtracted from your own happiness.

It's wrong to worry one's self and worse to worry others.



CYCLERS' SNAP SHOTS.—"WE WANT GOOD ROADS."

Photo. by Albert J. Lange, Allegheny, Pa.

THERE is no law compelling you to ride too far nor too fast.

WHEN a man goes on a "high old time" can he call it a sky-lark?



# The New Christy Racing Saddle...

ENDORSED AND USED BY ALL THE  
 LEADING RACING MEN, INCLUDING

**EDDIE BALD,**  
 Champion of America.  
**JIMMY MICHAEL**  
 Middle-Distance Champion.  
**EDOUARD TAYLORE,**  
 French Middle Distance.  
**EARL H. KISER,**  
 Half-Mile Champion.  
**CHAS. W. MILLER,**  
 Six-Day Champion.  
**A. C. MERTENS,**  
 Five-Mile Champion.  
**NAT BUTLER,**  
 Handicap King.  
**KARL KASER,**  
 Swiss Champion.  
**JAY EATON,**  
 Indoor King.  
**ARTHUR GARDINER.**  
**MAJOR TAYLOR**

## EDDIE BALD

says:

"I have given the new Christy Racing Saddle a very thorough test, and find it has many advantages over other saddles. The extra long pommel is especially desirable in a sprint, as the rider can leave his saddle and yet retain a hold that will steady him.

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



**WHY  
 NEW BRUNSWICK  
 TIRES**

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

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

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

**New Brunswick Rubber Co.**  
 New Brunswick, N. J.  
 New York, Boston, Chicago,  
 90 Reade St. 207 Congress St. 56 5th Ave.

## RUSTY SPOKES.

Complaint is made by No. 176,677 that his spokes have rusted during the Winter, and he wishes to know how to clean them. He is far from being alone in his trouble, for spokes are more liable to rust than any other nickel finish of a machine. In the first place, they are so fine that they are hard to nickel well, and in cheap machines they are treated very superficially. They are also apt to have the finish injured when they are tied and soldered at the points of crossing. Even in the very best machines it will happen that the spokes show rust quickly, and in the cheaper ones it is almost certain to appear very soon. The appearance of rust is encouraged by the failure of the rider to keep the spokes clean and dry, for it is a very hard job to get at every nook and corner about them — so difficult, indeed, that it is very rarely done. Some form of finish for the spokes that would not rust or chip off would be more practical, and would be heartily welcomed by many riders.

## TOLL-GATE LEGISLATION.

In order to abolish toll-roads in New York, a bill to prohibit the collection of toll, and to pay damages to all companies forced out of existence, was prepared for introduction into the Legislature. It transpired, however, that so many companies were in existence that the plan must be deferred until further investigation could be made. A bill to pro-

vide for securing necessary information was thereupon introduced into the Assembly, and passed, but was lost in the Senate. It is to be revised and introduced again next year.




CYCLER'S SNAP SHOTS. — ROAD LEADING OUT OF HARRISBURG, PA.  
 Photo. by H. E. Van Deyne, Newark, N. J.

In Berlin cycle paths nine feet wide are laid parallel to the roadways and wheelmen are obliged to use them exclusively.

WHICH meal does a poor bicycle resemble? Breakfast.

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



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

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

**THE BLACK MFG. CO., Erie, Pa.**

**The 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.**  
 The R. A. STRONG CO., 11 Warren St., N. Y., Reps. for New York & New England.



Manufacturers endorse...  
**Smith's Two Roller  
 Spring Seat Post**

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

SYRACUSE CYCLE CO.

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

PRICE REDUCED from \$2.50 to \$1.50

**The Defender,—Smooth Tread**  
**The Defender Special,—  
 Corrugated Tread.**



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

Manufactured by...  
**THE KOKOMO RUBBER CO.**  
 Kokomo, Ind.

### TIRE INFLATION.

The care of a wheel is always a more or less distasteful job,—dirty, disagreeable, and annoying. To keep a machine externally clean is of obvious importance in order to maintain appearances, and so this duty is apt to be pretty well performed; the necessity for lubrication and adjustment is not so clear, and the work is often neglected until bearings are dry and the chain squeaks in misery, while the inflation of tires is frequently forgotten until some track-crossing or other obstruction thumps against the rim and rudely announces that the tire is almost flat.

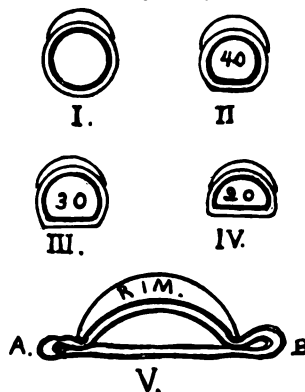
Perhaps no part of a wheel is more neglected or allowed to be so often out of condition as the tires. Most of the trouble arises from failure to provide them with sufficient nourishment; they are often used when so insufficiently inflated that the rider is down almost upon the rim, and sometimes are ridden long distances after being punctured when no compressed air is within to sustain the load, so that the tire is flat, and the curved edges of the rim are constantly pressing into it, as shown in figure V.

A thin, flexible tube of rubber and fabric, such as constitutes a pneumatic tire, is a delicate object, and capable of successfully performing its duties only under the conditions in which it is designed to work. When completely flattened through lack of air, the rider's weight causes it to bend abruptly on either side, as at A and B, which constant bending tends to crack the walls, while the edges of the rim cut

more or less into the outer surface, and the internal points of contact produce friction between the inner faces of the tire. These points are shown in figure V. If such conditions are violent enough, or the tire is subjected to them for a long enough period, it is likely to be made to leak, and often is seriously injured. The rim, also, is liable to get out of true, or be cracked by the bumps it receives when ridden with very soft or punctured tires.

Injury is also caused by allowing a machine to stand for any length of time with flat tires, as so many persons do during the winter months. If one does not wish to inflate the tires while his machine is idle, he should suspend it from the ceiling, and so relieve the tires from pressure.

A good deal of difference of opinion exists as to proper inflation for ordinary riding. This, however, may be left largely to individual taste, provided the pressure is sufficient to fully protect the rim when the machine passes over inequalities of the road or ordinary obstacles. A heavy rider who, of course, compresses the tires more than does a lighter one, should be careful to have them



## The Yale Bicycle

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

Superbly equipped, at the  
popular price,

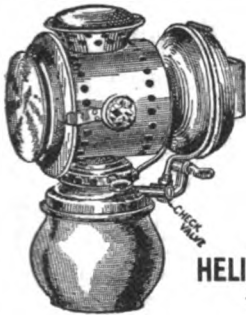
**\$50.**

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

**THE KIRK MANUFACTURING CO., Toledo, Ohio.**

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

## HELIOS AUTOMATIC CARBIDE LAMP....



No Oil.  
No Wicks.  
No Smoke.

The only carbide lamp  
with a check valve.

**EXPLOSION  
IMPOSSIBLE.**

**PRICE, \$3.50.**

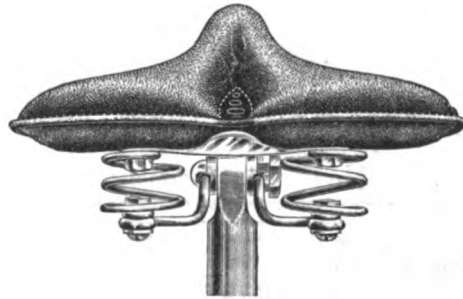
Write for Illustrated Catalogue.

**HELIOS CARBIDE SPECIALTY CO.**

1531 Clearfield Street, Philadelphia, Pa.

## THE SADDLE

...OF COMFORT...



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

**WHEELER SADDLE CO.**

**Detroit, Mich.**

pumped up proportionately harder, and it is also advantageous for such a person to use tires of somewhat larger diameter than are required by persons of less weight, thereby securing a greater air cushion beneath him.

Some tests recently made seem to indicate that a person not exceeding 150 pounds' weight can get excellent results with tires inflated to a pressure of about thirty pounds to the square inch. Any pressure less than this permits the tires to flatten too much, and also causes a feeling of drag in the running. With but twenty pounds pressure, the tire presents something such flattened appearance as is shown in figure IV, when the rider is on the machine, and the rim is liable to be struck by any small obstruction. In figure III, the inflation is about thirty pounds, and that is quite as little as most riders should use. An additional five pounds pressure is generally to be preferred; while, for heavy riders and those who desire great resilience, a pressure of fully forty pounds is still better.

Careful tests have shown that friction diminishes as the air pressure is increased, and that along with the greater inflation the resilience of the tire increases. True, a little more vibration is noticeable, but the tire skims more lightly over the ground and is more responsive, lively, and faster. One series of experiments showed that large tires had some advantage in these respects, the reason given being that narrow tires give a long and narrow contact-length with the road, while wider tires give a shorter,

though broader, contact-length; therefore, the narrow tires, being deformed for a longer distance behind the centre of the wheel, lose more in recovering from compression than do wider tires.

Hard tires also often knock aside sharp stones and other dangerous obstacles that would be liable to puncture tires that were soft enough to settle over them, and they bound more lightly over and off all obstructions, so that they are less likely to puncture than are softer ones. In short, tires should always be kept fairly pumped up when not in use, and, for riding, they should be as hard as can be used with comfort to the rider.

It is a mistake to say that because the front tire of a bicycle carries only one-half as much of the total weight of machine and rider as does the rear one that it needs to be inflated but half as hard. This could not be true under any circumstances. A good many persons do not have over thirty pounds pressure in the rear tires, and in such cases, or even with thirty-five pounds, if the front tire had but one-half as much, many small obstructions, when struck suddenly, would compress the tire to the rim, doing injury and causing discomfort.

There is another important consideration also that makes it unwise to have the front tire very much softer than the rear one. The more the tire flattens out on the road, the more does it resist the steering and make it less free and comfortable. If a front tire is suitably hard it pivots lightly at its point of contact, steers most pleasantly and freely, and gives





## THE JOINT

of the Morse Chain is composed of two parts which roll or rock on each other. There is no friction between these parts and the block. Without friction there is no wear and without wear there is no "stretch." The Morse Chain runs easier and lasts longer than any other. The joint requires no oil, and the chain is therefore easily kept clean.

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

## 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. SCHWANHAUSER, 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. DERRBYSHIRE, Richmond, Va., Agent for all Southern States.

the best and quickest control of the machine. Thirty-five pounds pressure for rear tire and about five pounds less for the front one are good figures and quite soft enough.

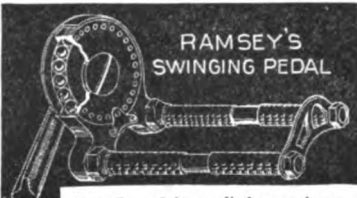
#### WEATHER INDICATIONS.

The popular impression that the weather varies with the phases of the moon is said to be fallacious, and it is also denied that gales are most prevalent at the equinoxes. In the Fall, the wind usually goes down with the sun. Fine weather is indicated by red sunset, gray morning, fog, dew and light clouds; wet weather by pale yellow sky at sunset, red sky in morning, hazy moon, unusual clearness near the horizon and swallows flying near the ground; windy weather by the dawn appearing above a bank of clouds, red sky in the morning, bright yellow sunset, hard-edged and ragged clouds. A rising barometer, "besides more or less indicating dry weather, frequently indicates less wind; but, when it has been low and commences to rise, the improved weather may be preceded by heavy squalls. If the barometer falls considerably, be prepared for rain and wind."

EMPLOYING fine enamel to sell a poor wheel is really a "skin" game.

All the roads in a State should be made a part of a general system, and county lines should exist only as a geographical idea, says a Baltimore paper.

#### A MARVEL IN BICYCLE DEVELOPMENT.



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

Patents pending throughout America and Europe.

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

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



## ACME Bicycles

High Grade

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

Same grade as agents sell for \$75. We have no agents, but sell direct to the rider at manufacturers' prices, saving agents' profits. Eight elegant models. Best material, superb finish. EVERY ACME GUARANTEED AGAINST ACCIDENTS as well as DEFECTS. We ship anywhere with privilege of examination, pay express charges both ways and refund money if not as represented. Send for Catalogue.

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

#### POWER WASTED IN PEDALING.

Actual measurements of the pressure applied to the pedals show that every rider who has been tested offers some resistance to the rising pedal, either by slight but actual back-pedaling, or by allowing the descending pedal to raise the weight of foot and leg on the ascending one. It is good practice to endeavor to overcome this.



HAIR TO THE THRONE.

STRANGELY enough there was not much solid comfort in cycling till the solid tire was done away with.

THERE are more unsightly riders than there are unsightly wheels.

THERE is no reason why one should be any more foolish on a bicycle than off it.

The wealth and development of the States are inseparably bound up with the Good Roads question.

SOME yarns bicyclers spin are made of whole cloth.

A SOFT road means a hard ride.

## BICYCLES DELIVERED FREE

To any point east of the Rocky Mountains.



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

is the handsomest and most up-to-date '08 model on the market. It has all of the features of the highest priced bicycles in the world, and is the only '08 wheel sold under a full year's guaranty. We buy for cash, sell for cash, and the rider reaps the benefit by getting as good a machine from us for \$35.00 as other makers charge \$75.00 and \$100.00 for. Read our catalogue before buying. Sent free on application. Buy from the manufacturer direct and save money. **PATEE BICYCLE CO., No. 111 Main Street, Peoria, Ill.**

Our catalogue for the asking.

High Pressure No. 2 Hot Water Vulcanizer.

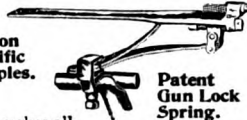
**CEMENTS AND BICYCLE SUPPLIES**  
MANUFACTURED BY  
**THE NATIONAL CEMENT & RUBBER MFG. CO.**  
Dep't. B, Toledo, Ohio, U. S. A.

High Pressure  
Dust Proof  
Double Walled  
Enameling Oven.

## THE PARK SPRING SADDLE



Built on scientific principles.



Patent Gun Lock Spring.

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

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

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

### Everybody Happy.

Now every sweet maiden rides out with her beau,  
And her choice of a husband reveals,  
And spinsters who cycle no jealousy know  
For they have their "hubs" on their wheels.

### AS TO ROTARY CRANK ACTION.

Now that chainless wheels are an accomplished fact and inventive ingenuity has brought out almost every conceivable form of gearing that can be operated without using a chain in the driving mechanism, the attention of some inventors is turning toward an effort to popularize some form of foot motion in pedaling other than the rotary form now in universal use.

This is no new attempt, nor are the arguments in its favor new, except perhaps the remarkable one that it is *necessary* to stoop over when using rotary crank action in riding "in order to get the best results;" while, by implication, it is supposed to be unnecessary to do so if the foot travels in some course other than a circle. If this argument was applied exclusively to high-speed riding and racing men, the claim might have some force; but, as it is made generally, and includes all cyclists, it carries its refutation on its face, for every experienced, strong rider knows that he can sit up straight and ride fifteen miles an hour, — and this is far faster than the majority care to travel.

The objection of "dead centres" was one of some importance on the "ordinary," but does not cut any

ice with the safety bicycle, and can be entirely ignored, for the circumstances under which a machine comes to a standstill, with cranks on "dead centre," are exceedingly rare and, if it does, the rider can easily reach for the ground with one foot and topple over, and not risk a fall as on the high wheel. Moreover, the "dead centre" can be absolutely obliterated if proper ankle action in pedaling is cultivated. The "dead centre" argument is worthless.

Inability to work a "full stroke" to advantage is alleged, but this is in reality a sort of boomerang argument when used against rotary cranks. With ankle action, it has been experimentally shown that each foot can apply power through *over one-half* the circle, so that at top and bottom of stroke, when power can be applied least advantageously, each foot is doing some work, one pushing forward above and the other in a backward direction below. The "full stroke" (by which is meant the circumference of the circle around which the foot travels) can thus be practically lengthened, the distance through which each foot can work being over one-half of it, and the total distance through which both feet work may be considerably greater than the length of the circumference of the circle. The efficiency of the rotary course of the feet is thereby increased, and the whole is divided between the two feet, thus alternately working and resting them.

It is quite evident from these considerations that it is not true that "a great amount of foot travel is wasted" or that the "decreasing of leverage from

## OUR NEW CATALOGUE

on League Tires, fresh from the press, shows how they are made, what they are made of, why they are fast and easy riding; contains photographs of two well-known amateurs who made two notable records in '97. Free. Send address.

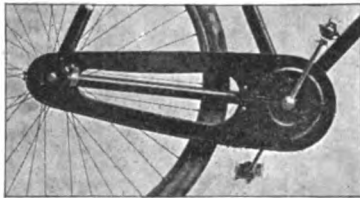
Did you see our Prize Offer in  
April 1st BULLETIN? Write for particulars.

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

**25 Park Place, New York.**

Improve the appearance as well as the running qualities of your bicycle with a

## "CENTLIVRE" GEAR CASE



**Noiseless, Dust-proof and Indestructible.**

Made entirely of aluminum. Weighs but 15 oz. Can be attached in a few minutes. No experiment. Positively saves

50 per cent. of power over dusty chain, or any form of gearing. Order your new mount with the handsomest, lightest and most practical Gear Case on the market, and you will get a Centlivre Case. Description on application.

**L. A. CENTLIVRE MFG. CO., Fort Wayne, Ind.**

## DON'T READ THIS....

Or you will get your foot in it.



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

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

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

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

dead centre to dead centre" is objectionable, for this is offset by proper pedaling, as both feet are engaged in doing work at, and on both sides of, the "dead centre" points, as above explained.

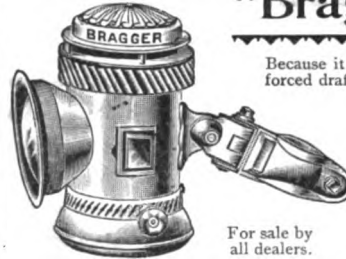
The remaining objection,—that of having the cranks and pedals revolving more or less in the way when mounting and in coasting, is inaccurate and trivial. Rotary cranks afford the best possible means of mounting and giving impetus to a machine, especially on up grades, while in coasting, carefully indulged in, the objection that they are in the way is very slight, and the rider quickly learns to avoid them.

Many of the actual advantages of rotary cranks have been referred to above in showing why they are not inferior, but actually superior to any other forms. Experience of over twenty years in cycle construction and use has showed conclusively that they enable a rider to apply his power more easily, economically and perfectly than through any of the other innumerable forms that have been tried. There is no waste of foot travel, but a gain with proper pedaling; the rotary motion is the least tiring and the easiest to acquire, as those who have tried other kinds almost universally agree, and its uniform rhythm becomes a habit with the rider, which is of itself a distinct gain in acquiring ability to pedal automatically and unconsciously.

The most successful machines that ever used any other type of foot motion were indebted for their

USE ....

## "Bragger" CYCLE LAMP



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

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

For sale by  
all dealers.

Manufactured by...

Catalogue for the asking.

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

**A RINGER.**

Pat. Jan. 1, 1898.

**An Electric Bell Without Electricity.**

**The DOUGHTY PERFECTION**

**.....AUTOMATIC BELL**

Why not have one on your '98 wheel?

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

➤➤➤Fastens to the fork; cannot rattle or get out of order.  
**J. DOUGHTY & CO., 1025 Arch St., Phila., Pa.**

success mainly to the fact that they were much safer than the "ordinary." When the safety came, they disappeared along with their high rivals, and all efforts to make popular a low safety with their form of foot motion proved utterly unavailing.



"UNDER A SPREADING, CHESTNUT TREE."

CYCLERS' SNAP SHOTS.—NEAR BUENA VISTA SPRINGS, MD.

Photo. by H. A. Beasley, Baltimore.

BETTER ride your first few centuries on the easy instalment plan of a few miles a day.



## 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.

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

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

Weights 1½ ounces. Can be left in  
tool bag or carried in the vest pocket.

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



## **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.



## **STERLING BELLS ARE THE BEST...**

All Styles and Sizes.

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

**Do you Ride a Wheel? Does your Chain "snap"?**  
If so you are not using

**ALLERTON MICA CHAIN LUBRICANT**

Sample mailed for 2c. stamp.

164 FRAKNLIN STREET, . . . NEW YORK.

## WHAT SHALL OUR WOMEN WEAR?

BY CHAS. E. DURYEA.

This is a question which the masculine part of mankind seldom thinks about. Primarily, it makes little difference to woman whether mankind approves of her clothing or not.

The important part seems to be whether or not her appearance in said clothing is pleasing. If pleasing, no amount of reasonable and valid ideas thereon will cause her to adopt some other form; if not pleasing, no amount of urging will cause her to use it.

At first thought this condition of affairs does not seem objectionable, but when we remember that our ideas of beauty are the results of custom rather than of artistic taste, we can easily see that we approve many things which are abhorrent in themselves. We can also see that we criticise and condemn many things which are more beautiful and advantageous, simply because they are less common. These facts explain why it is that we consider woman beautiful and well-dressed in the clothing of the period, regardless of how much it may differ from that of some other period, during which time she was equally appreciable.

Admitting these statements, it would seem that rational beings of this enlightened age should adopt clothing suited to their needs, rather than otherwise.

Much has been said about the use of clothing suit-

If you can afford the best, specify the

### Stylish Gordon Saddle

The acknowledged king of all high-grade saddles. Send for booklet free.

**Price, \$3.00,**  
of any dealer in U. S., or express prepaid from the makers.

**THE BECKLEY-RALSTON CO.,**  
161 Lake Street, Chicago.

For the latest wall map of Cuba send 8 cents in stamps for postage and packing.

IN A CLASS OF ITS OWN  
**THE STYLISH GORDON**  
THERE IS NO OTHER JUST AS GOOD

## 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.

able for bicycle riding, but so far the number of women who are rationally dressed are very few. We find special costumes for the gymnasium, the seashore, the mountains, and there is absolutely no reason why there should not be one for the bicycle. There is one objection to the skirt, however, which is seldom or never used. We have grown so accustomed to it in the years that have gone by as to regard its victims much as the Pagans regard a victim of the smallpox or other plague; we say it is fate or God's will that it should be so, and we permit the danger to continue and exist without protest.

Hardly a day goes by but what one may pick up the morning paper and find that some one is dead or dying because her skirts caught fire. The little tot, four-years' old, playing too near the stove, is accidentally wrapped in flames fed by loose, fluffy masses of skirts. In the same column the boarding-house keeper, seventy-six years old, accidentally fires her skirts while lighting the gas. The next day a waitress has her skirts set afire by a lighted match carelessly thrown down; and so it goes, day after day, without reason, without excuse, without successfully attempting to remedy.

Much has been said about the greater physical freedom enjoyed when not wearing skirts, and there is no reason why, in this age, our women should not be permitted to have those things which are for their benefit.

**HALF YOUR CYCLING TIME IS DARK**  
**MAKE IT LIGHT WITH**  
**1998 MODEL 20th CENTURY HEADLIGHT**  
**THE 20th CENTURY CYCLO METER IS A GOOD ONE.**



## L. A. W. HANDLE BARS...

Two Pairs  
Corkaline Grips.



Price, \$1.50.

The advantage of two pairs of grips will appeal to every L. A. W. rider. Bars are **ADJUSTABLE**, and furnished with any size stems.

### Embossed Silver-Mounted Handles.

Original with us. Handsome, Strong, Durable. Just the thing for the retail trade, or for manufacturers looking for special designs.



By mail, 25 cents per pair.

**BONSILATE BOX CO., Hartford, Conn.**

I need not take up the other reasons; safety alone is a sufficient reason for a change in woman's every-day attire.

The fact that we find so many accidents and deaths from this cause, and that insurance companies do not regard women as so profitable risks as men, ought to be evidence enough against the skirt. This does not answer our first question, however, and although not a competent authority in the matter, the writer will make a few suggestions.

The change from skirts to trousers should be made as easily as possible, and this may be done by adopting loose baggy trousers, coming below the knee, and containing sufficient material to appear at a distance much the same as a short skirt. With this should be worn a jacket having skirts long enough to reach the saddle. So dressed, the wearer presents no change of appearance in the upper portion of her body, while she gets rid of, in a large measure, the long, flopping, hampering, dangerous, and immodest skirt. This last adjective is used advisedly. The immodesty of a thing depends largely upon what it is, and how it is used.

Men, on a rainy day, will watch for glimpses of stockings who would not look a second time at the same parties if dressed in trousers, as above.

It is not enough to wear the trousers under a short skirt. The skirt is lifting with every wind more or less, and attracting curious eyes, whereas, if absent entirely, the cause of curiosity does not exist.


Let us, therefore, honor those who are brave enough

**DO YOU KNOW** that the poorest thing on a bicycle are the Grips? Write for the coolest, cleanest and best made for the middle or end of the Bar. Give size of Bar.  
 Imitation Ivory Grips, elastic and durable..... \$1.25  
 Klondike Grips, in black, orange, white, maroon, blue and gold.....75  
 Bone Fibre. In great variety of colors.....90  
 Cork Composition. Best material.....50  
 Truly hygienic. Send for catalogue.

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

**INDIANA Chain Co.**   
 Fob mailed for 26 cts. Gold plated, \$1.00  
 Makers of the well-known  
**Indianapolis, Ind., INDIANA CHAINS....IN ALL STYLES**  
**U.S.A.** Special prices to members.

**NO** Cover needed. Cannot leak.  
  
 Reaches every part of the bicycle with ease. Ask your dealer for the  
**Hirsch SAFETY OILER.**  
**TAKE NO OTHER.**

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.**

to take the lead in this matter, in the hope that good to their kind may result.

## TO HANDLE WHEELS AT NEXT MEET.

In reply to the requests for suggestions about handling wheels at the next League Meet, No. 169, 317 thinks that a large store room should be secured near the station, and divided to correspond to the railroads which enter the city; that all wheels should be delivered there and placed in their respective sections, and members requested to remove them as fast as their hotel accommodations are secured.

It is suggested by No. 43,913 that one or more cages be made, as large as could be carried on the trucks on which baggage is placed when removed from the cars. These could have hooks above and racks below, so as to carry two tiers of bicycles, and might hold as many as forty machines. By their use, he thinks that the removal of wheels from the cars would be greatly facilitated.

## FASTEST TIMES.

The fastest times reported for the mile are: Railway, 34 sec.; ice boat, 1 min.; steam yacht, 1 min. 35 sec.; bicycle, 1 min. 35 2-5 sec.; horse, 1 min. 35 1/2 sec.; ocean liner, 2 min. 20 sec.; running, 4 min. 12 3/4 sec.; rowing, 4 min. 45 sec.

MANY now ride the bicycle who used to deride it.

# FRANK FOWLER'S WEEKLY

.....ILLUSTRATED.....

Volume 1.

WE SELL DIRECT TO THE RIDER.

Number 18.

## Say !!

If but fourteen thousand of the one hundred and three thousand members of the L. A. W. only knew the true merit of the 1898 DIRECT TO THE RIDER Fowler as made by the "original" Fowler and Trinity man, our entire out-put of fourteen thousand wheels would be sold without another Ad.

If you are interested in a new wheel for '98, give us the opportunity of sending you our catalog explaining our ONE PROFIT DIRECT TO THE RIDER plan, and our new superior, aristocratic Fowler, the price of which is \$43.50 each for one or a thousand.

### FOWLER CYCLE WORKS,

130-36 W. Washington Street, Chicago, Ills.

#### BRANCH DEPOTS:

Philadelphia, 818 Arch St.

Pittsburg, 210 6th St.

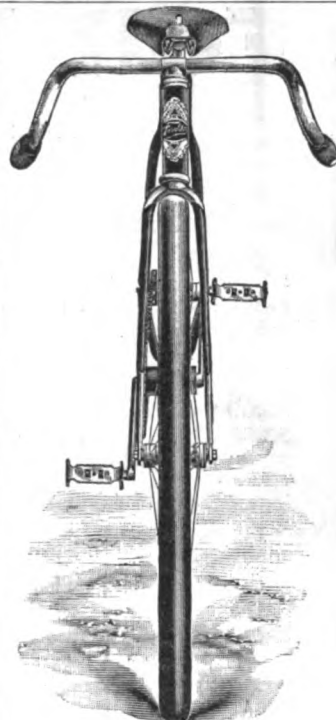
Minneapolis, 88 7th St., So.

Boston, 224 Tremont St.

New York City, 29 E. 14th St.



As "we" look reaching  
for business.



FRONT VIEW

of the bicycle you would buy if you only knew it as well as we do—The Fowler at \$43.50.

## For \$2.00

Fowler will send you

1 1898 Gilliam Brown Pattern Saddle, beautifully stitched and finished, for T or L Post,

Retail Price.....\$2.25

1 1898 Solid Drop Forged Bicycle Wrench,

Retail Price ..... .30

1 1898 Black Oblong Tool Bag,

Retail Price ..... .50

1 1898 Rubber Frame Protector,

Retail Price ..... .25

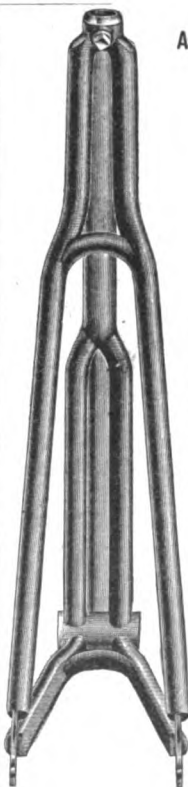
\$3.30

All for \$2.00 delivered to you free of charge by mail or Express.

Note.—The Gilliam Saddle offered is a beauty and well worth the price asked for all four articles.

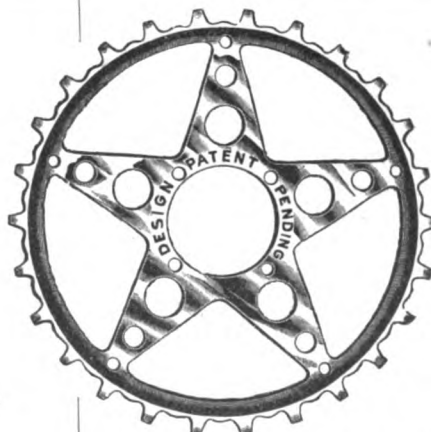
### FOWLER CYCLE WORKS,

130 W. Washington Street,  
Chicago, Ills.



This is the rear view of the Fowler Truss Frame '98 Model. Can you stand on two feet more firmly than on one? TRUSS Frame a natural result. SEE??

P. S.—If you would like to see the '98 Fowler and cannot visit one of the Depots, have you not some friend you could send?



A pretty sprocket and neat diamond-shaped cranks adds greatly to the aristocratic Fowler appearance. 23-24-25-26-28 tooth regularly supplied.



# TEN DOLLARS FOR YOUR OPINION

OF BULLETIN ADVERTISEMENTS.

The \$5.00 Prize for best letter last week went to A. N. COATES, West Unity, Ohio.

We offer this week a modification of our previous proposition.

Three prizes instead of one:

**\$5.00** the first,  
**\$3.00** the second, and  
**\$2.00** the third.

The condition is that you write a letter to the  
L. A. W. BULLETIN, addressed as shown:

Ad. Critic. L. A. W. BULLETIN, BOSTON, MASS.  
April 15.

Please be sure to write "Ad. Critic" and date in lower left-hand corner.

State which advertisement in this issue you consider best adapted to influence buyers in favor of the goods it advertises, and why.

It is hardly competent to say that you were influenced by a certain ad. because you happened at the moment to want the particular article advertised, but it is desirable that you state which advertisement is, *in your opinion*, best calculated to attract the favorable notice of the average reader, irrespective of his immediate wants.

The size of an advertiser's space should not be too much considered.

We want to know which advertiser utilizes the space he has to the best advantage.

Also, state which advertisement is, in your opinion, least likely to be profitable to the advertiser, and why you think so.

Select from this number of the L. A. W. BULLETIN three advertisements in which you see most room for improvement. Tell us what is the matter with them, and what you can suggest in each case to make them more effective.

Substitute an entirely new advertisement in any case, if you prefer to, but always give reasons for proposed changes.

To the writers of the best three letters we will send (on April 29) checks for \$5.00, \$3.00 and \$2.00, as above.

Money *cannot* be wasted in advertising, though much money *is* wasted by people who *think* they are advertising.

In a case of severe illness it is generally known that a trained nurse who is a stranger to the invalid will do much more efficient service than would a near relative or friend.

The reason is obvious: sympathy and personal feeling should have no part in the treatment of disease.

It is too serious a matter.

Business is fully as serious as is disease, and a diseased business is indeed an occasion for consultation and careful thought.

The effect his medicine will have on the patient is the only question the doctor should study when he prescribes.

What the average reader will think is the only profitable question the ad. writer may consider.

If you've aught to sell  
And never tell it,  
Why how, pray tell,  
Will you ever sell it?

The average reader has no interest whatever in any advertiser or his goods, — hence looks at them from an entirely *outside* standpoint.

That is why the man who understands advertising and knows nothing of the goods, except in the most superficial way, will usually write a better advertisement than would the inventor or manufacturer of the goods, who might not happen to be "up" on the subject of publicity.

A combination of the two is hard to beat.

The longer a man writes advertisements the more he realizes how much there is yet to learn.

A sign on the door, goods in the window, a handsome delivery wagon, — all are advertisements, and they advertise proportionately to the number of possible customers who see them.

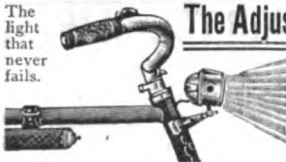
## An Even Exchange

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

Send for catalog.

OAKMAN BRANDENBURG CO., Greenfield, Mass.

The light that never fails.



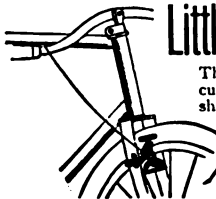
### The Adjustable Electric Bicycle Lamp

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.



### 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.

### SO JOSEPH PENNELL SAYS.

One by one our pet theories are shattered. The grand old Roman roads have been dwelt upon by good roads writers and speakers ever since the agitation for better highways began, and now Joseph Pennell informs us that we are all wrong. He says that they were paved with irregular blocks of granite, and were repaired by putting other sets on top of them. They wore into the most impossible ruts and were quite unsuited for anything but the heaviest traffic. Their only present use is that of a quarry from which to extract stone for the repair of modern roads.

### ONLY A FEW OF 'EM LEFT.

A merchant in one of Philadelphia's suburbs discharged a lady clerk for riding a wheel, because he says he does not think much of a girl who rides a bicycle. The way to and from the store was over an unfrequented street, and as the young lady was employed until ten o'clock at night she thought she would feel safer on a bicycle, and so she bought one—and lost her position. Her employer said she must give up the wheel or her position as clerk, and, like a sensible girl, she gave up the latter. And now this pale, pink, pious person, should go a step farther and refuse to sell goods to all the ungodly people who ride bicycles or think well of them, and then he will be all ready to put on his wings and soar away whenever occasion requires. We have no doubt that he is very much loved by his neighbors.

## 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.

A Faulty Saddle is a Poor Investment, no matter how cheap.

### THE PERFECTED GLOVER PERFECTION

IS FAULTLESS.

Watch for the greatly improved varieties.

The Ideal Saddle for Women.



Invented by a Physician

PRICE \$3.50



Send for free descriptive circulars to

GLOVER CYCLE SADDLE CO., Jackson, Mich.

More permanent road improvements are contemplated in Norwalk, Ct., this season than have ever been made in a single year.



A SLIDING SCALE.

DON'T hide your light under a bushel. Put it where the policeman can see it.

IN learning to ride a bicycle, the centre of gravity is always away over to one side.

It would be hard for an arithmetician to figure out how it is that each of the two men on a tandem always does two-thirds of the work. But they say it's so.

Locate wisely, grade scientifically, crown carefully, drain thoroughly, build permanently, supervise constantly, and permit travel only on wide tires.

No. 122,264 suggests that League members be provided with double-fold League tickets, one side of which must bear a photograph of member, countersigned by secretary of Division, in order that loaning tickets may be prevented.

A  
CATALOG  
OF

# ANDRAE

IS YOURS  
FOR THE  
ASKING

...CYCLES...

JULIUS ANDRAE & SONS CO., Milwaukee, Wis.



## Tire Makers Use...

Not one, but TEN!  
Not quarts,  
but BARRELS! **NEVERLEAK!**

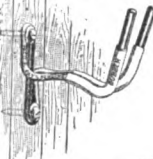
They endorse it. Why? It preserves the tire, stops all leaks, and don't prevent repairs. \$100,000 guarantee. Photo. copies of tire makers' orders mailed free. Ask your dealer or send 75c. for a can: enough for two tires. **BUFFALO SPECIALTY MFG. CO., Buffalo, N.Y.**

## "DUBLEOOK" BICYCLE HANGER...

Patented 1898.

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

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



\$1.00 BUYS THE

### Burdick Cyclometer.

MADE BY  
EDW. MILLER & CO.  
Meriden, Ct.

The rider's trusty friend. New principle in manufacture. Simple, accurate, beautiful. You can rely on it. Registers 10,000 miles. Weight 1 oz. Guaranteed right. Send for Booklet No. 59.



**EDWARD MILLER & CO. Meriden Ct.**

New York Store, 28 W. Broadway.

Boston Store, 63 Pearl Street.

## A Spring Jingle.

Oh, the bells, the merry cycle bells,  
That tinkle 'neath the April sky,  
The glad note swells as the world it tells  
That the cycle belles go by.

## TAXES OR CONTRIBUTIONS?

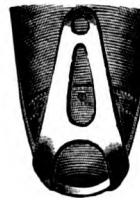
There does not seem to be perfect unanimity of sentiment on the cycle side-path question, even in Niagara county, N. Y. League member No. 12,042 writes that in Niagara Falls "there were 500 delin-

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.**



## The WINNER TOE-CLIP FOR 1898

with new bolt to prevent turning, are better steel, temper, polish, plate, and more quickly secured to pedal than any others. No sharp edges to cut the shoe. Wrench free with every pair. All genuine stamped Codman & Shurtleff, Pat. Dec. 24, '95, Dec. 29, '96 and concaved to fit shoe. Sent for 35 cts. if genuine is not obtainable. Catalogue of toe-clips and sundries free.

**CODMAN & SHURTLEFF,**  
Establish'd. 1838. 13 & 15 Tremont st., Boston, Mass.

No. 387.

Say:—"I saw it in the L. A. W. BULLETIN."



## 1898 HIGH GRADE BICYCLES

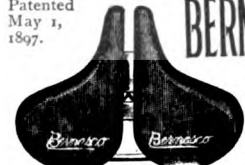
For Men, Women, Girls and Boys. Complete line. All brand new models.

\$75 "Oakwood" for .....\$52.50  
\$60 "Arlington" for .....\$24.50  
Others at \$15.00, \$17.00 and \$20.00  
Juveniles.....\$7.00 to \$12.50

No Money in Advance. Write today for Special Offer.

Shipped anywhere C.O.D. with privilege to examine. Buy direct from manufacturers; save agents' and dealers' profits. Large Illustrated Catalogue Free. **CASH BUYERS' UNION, 162 W. Van Buren St., B-350, Chicago, Ill.**

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.**

quents last season" who failed to pay the tax, and only a portion of them were forced to pay, and "this season the voluntary period of payment of this unpopular tax expired April 1, with a delinquent list of nearly 2,000." He further says that "outside of State and National legislation for good roads there seems to be no method quite as popular and successful for the bicyclists in the way of wheelways as the voluntary methods adopted in Oneida and Madison counties, where satisfactory side-paths are constructed for \$100 per mile."



"BERNICE AND CHAPPIE."

Photo. by F. P. Hagggett, Lowell, Mass.



BOAT HOUSE AT NORUMBEGA PARK, AUBURN-DALE, MASS.

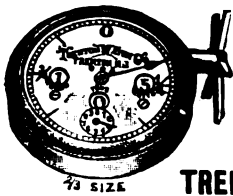
Photo. by H. M. Trowbridge, Newton, Mass.



VIEW NORTH OF EVERETT, PA.

Photo. by E. C. Masters, Everett, Pa.





## TRENTON CYCLOMETERS

can be read without the aid of a microscope, and give correct register. Model D, 1,000 miles, weight 1 1/4 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.**



## 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.**

## Repair Your Own Tires!



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

## LITTLE GIANT VULCANIZER.

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

**HILL & LYSER.**

926 Walnut Street, Philadelphia, Pa.

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.

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

## 1898 "M.&W." LAMPS, \$1.59

Delivered free for 15c. extra in U. S., with our new **Cut Rate Sundry and Athletic Goods Catalogue.** A guaranteed money saver; for instance,—Axle Lamp brackets, 1c.; Graphite, stick, 1c.; Trouser Guards, pair, 2c.; Single Tube Tires, pair, \$2.70; Christy 1898 Saddles, \$2.50; Brown style, 79c. and 95c.; Toe Clips, 5c. and 10c.; Tire Tape, 3c. U. S. 2c. stamps taken.

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



## Wheel in Stand+Key in Pocket=SAFETY

A Cycle Stand that takes 5 x 3 inches wall room, is thief-proof and low in price. Locks automatically. For every place a thief can reach,—and a thief can reach anywhere. Let us send you a booklet. The Lock by mail for \$1.50 and 15 cts. in stamps. Money back if you want it.

**LOCKFAST HOOK CO. (INC.),**  
Tremont Bldg., Boston, Mass.  
**S. & B. Automatic Bicycle Stand.**

## The Richards Detachable Sprocket Rim for 1898



New improvements. New prices  
Write for circulars and quotations

Manufactured by...

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

## A MISSION FULFILLED.

JOE LINCOLN.



AID the pebble in the road  
To the stump that grew be-  
side it,

"Oh, my brother, is our mode  
Of existence such a load  
That, like me, you but desire  
it?"

Is there not within your bosom  
Such a wild desire to do some  
Mighty deed,—you cannot  
hide it.

And you hate this dull abode?"  
Said the pebble in the road.

Said the stump unto the stone,  
Answering its sudden query,

"Oh, my brother, I must own  
Many times and oft I've grown  
Of our quiet living weary.  
But the hope 's within me planted  
That our wish someday 'll be granted;  
If we wait with patience cheery  
We a duty will be shown."  
Said the stump unto the stone.

So they waited, and one day  
Came a scorcher, wildly wheeling.  
Dressed in slouchy, soiled array.  
Cursing all who crossed his way,  
Giving all "that tired feeling;"  
And his wheel the pebble striking.

Of a sudden stopped his "biking."

Sent him through the air a-reeling  
Toward the stump that waiting lay;  
And he landed there to stay.

Said the pebble and the stump,

"That 's the time, old boy, we caught yer!  
Never more, with back a-hump,  
Down the highway will you pump

Till the sight of you 's a torture;

"T was the mission we awaited,

"T was for this we were created,

"T was to kill another scorcher,

Rid the earth of one more chump."

Said the pebble and the stump.

## SEEMS TO NEED IMPROVING.

A resident of Wilmington, Del., on returning from a recent ride, came to grief on Second street of that city. The street was so rough and bad that the carriage bounded along until it struck a worse hillock than usual, when it jumped into the air. On coming down "the force lifted the horse off his feet, snapping in two the king pin which holds the fifth wheel to the bottom of the vehicle. This was followed by the breaking off of the carriage top and, with a heavy lunge, the fifth wheel parted, annihilating the carriage in three different sections." This occurred, says No. 151,040, only four blocks from main street.

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.

Dust Proof. Water Proof.



**WARNER  
CLINCHER**  
 FITS ANY RIM  
 KANT KREEP  
 STODDARD MFG. CO.  
 DAYTON, OHIO, U.S.A.

## Something Extra Nice



High Grade Corkene Grips, with Fleur-de-lis pattern Inlaid Tips, nickel laid in black, maroon or green. Sample pair sent postpaid to L. A. W. members or best girl for 50 cents in stamps or P.O. order. Sample pair of Embossed Silver Mounted Grips, 25c.

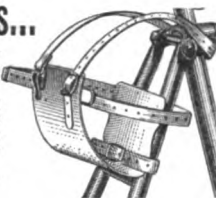
THE L. M. JONES CO., Station A, Winsted, Ct.

## 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.



## TEETH OF REAR SPROCKET vs. GEAR.

The following question is raised by S. M. Warns: "Is there any loss or gain in friction in changing from a low gear to a high gear, or *vice versa*, without changing the cut or pitch of the teeth in rear sprocket? When an eight-tooth rear sprocket is used with a 59½ gear, the chain leaves it at a very slight angle; when the gear is raised to 84, the angle is much greater. Are the rear sprockets cut to permit this variation? If so, would not greater efficiency be obtained by having each rear sprocket cut to conform to one gear only?"

This is a nice point, but one which would not appreciably affect the running of a wheel with any change in size of front sprocket that would be practicable for use. An enormous front sprocket might require a somewhat straighter tooth on the rear one, "more nearly square to the line of pull" of chain, but it would not be necessary for any rational gear.

An authority on such subjects says that "a special form of tooth for each case would have a very slight advantage over a general one adapted to all sizes of the front sprocket. The difference is, however, so slight that it probably could not be detected except by the most delicate measurement. The total friction due to the use of the chain rarely exceeds three per cent. of the power transmitted, and in some cases is not in excess of one per cent. The

**WHY CONDEMN NICKEL WHEN**  
**NICKEL LACQUER**  
 IT FROM RUSTING OR TARNISHING.  
 ON RUSTY SPOKES OR TARNISHED NICKEL PUT  
**ALUMINUM LACQUER**  
 POSTAL FOR CIRCULAR AND CATALOGUE  
 BOTTLE AND BRUSH OF EITHER BY MAIL ON RECEIPT PRICE 25¢  
 THE COLOPHITE COMPANY, 106 PARK ST. NEW HAVEN, CONN.



## SHIPPED ON APPROVAL

without a cent payment.

Swell '98 Bicycles, \$14 to \$37.50. 12,000 on hand for spring trade. 600 SHOPWORN and used wheels \$3 to \$12. BICYCLE FREE for the season to agents; write for particulars. EARN A BICYCLE and make money by a little work in your locality. Special proposition to early applicants. WE OFFER THIS WEEK — 100 New '97 Boys' and Girls' Wheels, M. & W. Tires, \$9.75 each. Art Catalogue and information free.

H. T. MEAD & PRENTISS, Chicago.



**FREE  
FOR  
TRIAL**

This oiler can't leak; regulates flow to a drop; lasts forever. Adopted by makers of Monarch, Union and other high-grade wheels, and by every cyclist that ever examined it. We want YOU to see it. Send 25c. for it. If returned within a fortnight unharmed, we will refund your money.

CUSHMAN & DENISON, 170 Ninth Ave., New York.

A stylish bar makes a stylish wheel.



C.M.B.CO.

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

THE SCHINNEER BAR. (Trade Mark.)

CHICAGO HANDLE BAR CO., 30 Market St., Chicago.

17 to 22 in. wide—any size stem. Pat. Nov. 9, '07. Octagon tube with grips, \$1.50 net. Round tube, with grips, \$1.25 net. If your dealer does not have the original Schinneer Bar, send to

slight increase in friction due to change of angle at which the chain would leave the sprocket would affect the total friction by an insignificant amount.

"I think there is a disadvantage in having too small a number of teeth on the rear sprocket, due largely to the fact that a certain number of points of contact are required in order to make the chain run steadily. . . . Having the sprockets cut accurately, and the chain true to pitch throughout, and using a nine-toothed sprocket on the rear wheel, no practical difference in the frictional loss will be found for a range of teeth on front sprocket from twenty-two to twenty-six."

## THE COMFORT IN A GUARANTEE.

Last evening, as we veterans of the road were leisurely wheeling homeward over the smooth asphalt, a young man, mounted upon a "chainless," passed us as though we were standing still, and his eager face and strained muscles betrayed him as a novice who considered us unworthy of his attention in the matter of speed, and was out for all the records regardless of laws, time or place. He had scarcely passed, when each of us involuntarily turned to the other and smiled, — no word was spoken, we understood, — and we got to the top of the hill in time to see it happen. He had continued his pace right down the street next to the curb until he reached the

## Is Life Worth \$2.50?

*The Rubber  
 Spool Spins.*



WON'T HURT THE TIRE

### FAULTLESS ROLLER BRAKES

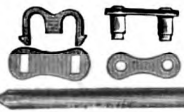
Then why do you go without a brake or risk life with a brake that's not reliable?

are absolutely reliable, instantly applicable and won't hurt your tire.

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

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

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



### THE MISSING LINK

kit will repair on the road any bicycle chain. Price 25 cents, postpaid. Made for 1-4 and 3-16 chains.

**W. B. HECK & CO., Warren, Pa.**

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

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

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



**Don't risk your life**  
 by riding without a brake.

### The HUDSON TILTING SADDLE BRAKE

is out of the way,—being operated by the weight of the rider, is most powerful.

**IS THE BRAKE FOR TANDEMS.**

Send diameter of saddle post. **Special price to L. A. W., \$1.75, prepaid.**

**WEEDSPORT DRILL CO., Weedsport, N. Y.**

cross-street, when a plumber's wagon, with gas pipes and ladders protruding from the rear end, swung suddenly across his way at right angles. His momentum was too great for him to stop,—to turn out impossible,—so he tried to climb the sidewalk with his front wheel. Unfortunately the curb was about a foot high at that point, so the wheel stopped there; the scorchers sailed through the air for about ten feet, ending in a slide along the sidewalk that would be the envy of a baseball professor. When we dismounted he had picked himself up and limped to his remaining wheel,—bent tubing, twisted frame, and broken fork was what he found. We deplored the accident and sympathized with him at the loss of such a fine machine, but, gazing triumphantly at us, he smiled through his suffering and replied, "No need to worry about that; I've got a guarantee."

St. Louis, Mo.

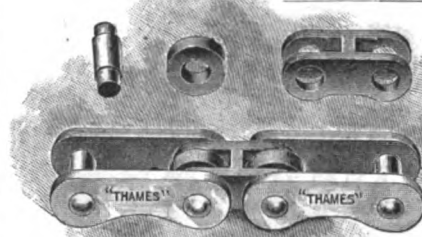
I. E. V.

### FAVORS LONG CRANKS.

An 8-inch crank with a 102 gear, No. 189,657 says he finds much more satisfactory than 7-inch crank and 88 gear, though the ratio of crank to gear is about the same in both. Though standing but five feet eight inches, the big sweep of the long crank does not inconvenience him, and he recommends the use of the longest that will be comfortable for a rider.

"Riches have wing." That's why, we've heard,  
 A man with gold feels like a bird.

## THIS CUT IS BIG AS LIFE...



R B C  
 O L H  
 L O A  
 L C I  
 E K N  
 R

Patented '96 and '97

Your old chain runs with 5 to 20 per cent. friction. For \$2.50 we will send, postpaid, this chain, which **Cornell University Professors** declare shows the minimum friction of 1 1/2-5 per cent. in hill climbing. Fits regular sprockets.

### The Thames Chain and Stamping Co.

**NORWICH, CONN.**



**Fairbanks-Boston Laminated** are the highest grade **WOOD RIMS**

for bicycles. Be sure you have them on your 18-8 high grade bicycle. Send us your address and receive a sample section for examination.  
**FAIRBANKS-BOSTON RIM CO., { BEDFORD, MASS., & BRADFORD, PA. }**

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

ARE MAKERS OF

**Stationary and Adjustable Steel Bars.**  
**Adjustable Wood Bars.**



**The La Fave,  
 The King,  
 The Flush Joint**

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

### Spring.

The druggist loads his fount with "fizz,"  
 The "bikes" are bright and new,  
 And coal-men ask the ice-men, "Is  
 It hot enough for you?"

WHAT is the number of your bicycle? It would be handy to know it in case of theft.

There are a hundred miles of macadamized roads in Jackson county, Mo., and twenty-five miles per annum are being added.

The Mt. Ephraim cycle path leading out of Camden, N. J., is to be taken in hand and repaired by the Crescent Wheelmen of Camden.



**TIRES \$3.50 pr., warranted.**—Exp. prepaid. Exam. allowed. Anchor brand, best made, \$5.50 pr. **MINERALIZED RUBBER CO., 18 Cliff, New York.** Agents wanted.

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



### A TYPICAL CASE.

What is to be done under conditions that obtain in many parts of the country is the question raised by No. 118,343. He says:

"We have in this township assessed roughly at \$350,000 some sixty miles of road. We cannot spend \$10,000, \$1,000 or even \$500 per mile on these roads. There is not enough money in the township, all told, to do it, and the law limits the bonded indebtedness. To select a few miles of the principal highway is not just to the poor fellow who helps pay for it and must drive five or ten miles to reach it.

"Much better work might be done than we are doing, but it remains that many miles must be attended to with few dollars. What most is needed is careful consideration of existing conditions — how best to spend \$1,200 or \$1,500 on sixty miles of road, reserving \$200 or \$300 of that for the winter's snows. Teach us serviceable lessons for communities of this sort, and do not expect asphalt, macadam or steel until the fellows from town help to build them (and they have n't built their own yet).

"No wonder the rustic kicks if the road is to cost more than the entire value of all the farms through which it passes. He appreciates good roads, but must remember his slim pocketbook. He laughs a little, too, at the big saving heavier loads would make for him. Nine out of ten of him at that time of year have little to do for self or team and are not crowded with what they have to market. He would rather make two trips than one, as he and his horses both need the exercise."

The tendency in such cases as this is to underestimate the beneficial effects of hard roads, and to assume that they are of value only during the winter. They are of enormous value then, and of equally great value in summer, and the busy seasons, when the possibility of hauling big loads is money in the pocket.

In the past, the farmer has been left too much to his own resources in the care of the highways. Now, however, State aid is rapidly being acknowledged as the proper means of promoting the good work, and the States are slowly but surely falling into line in adopting it. Until it is generally in force, there may be time for much good work to be done, and the first steps toward real improvement can be taken

by securing careful grading, thorough drainage and the adoption of wide tires.

In this connection the experiences of two southern counties is right to the point. In one, the loads average 2,466 pounds and the tax is ten cents a hundred. In the other the loads are but 800 pounds and the tax twenty cents a hundred. Improved methods reduced the road tax one-half, and greatly improved the roads.

This county owns grader, plows, carts, implements and six mules, and a superintendent and five men are kept at work on the roads. The work costs \$55.17 a mile and though the roads are only plain "dirt," they are kept in such good condition that three times as much can be hauled as on roads cared for in the old way. Here, surely, is a cheap and easy way to begin.

### OHIO'S HIGHWAY BILL.

The bill for highway improvement in Ohio has passed the State senate and is now before the house. It provides for a State Highway Commission with duty to collect information; prepare maps showing all roads and grades, and indicating where suitable road material is to be found; report on methods of construction adapted to the various sections of the State, and on the best methods for maintenance of roads and bridges. They may always be consulted by local officers, whom they are to furnish with plans and directions for improvements when requested; are to hold at least one meeting in each county annually, and report biennially to the Legislature.

The commissioners of any county, or the owners of one-third of the lineal feet frontage on any highway, may apply to the commission to make improvements. The commission must then investigate, and if the road be commonly used, or a leading market road, and they approve of it, they are to prepare maps and suggest changes, decide on the nature of the improvement and secure estimates, and transmit the same to the commissioners, who will then decide whether to make the improvement. The work may be awarded by the commission to the township trustees, county commissioners or a contractor. One-half the expense is to be paid by the State and one-half assumed by the county, though the county is to collect fifteen per cent. from the township in which the road lies, if the road was improved upon resolution of the county commissioners, or from the parties benefited, if it was improved on petition. An annual tax of one-tenth mill on the entire valuation of the State is to be levied for the purposes of this act.

Roads dependent on the weather,  
Worthless are for months together;  
Roads made hard by science's art  
Always firmly do their part.

The applications from the counties in New Jersey for money to be used under the provisions of the State-aid law are so numerous that a bill has been introduced in the legislature for an increased State appropriation.



# League of American Wheelmen

... Official Department ...

## Officers for 1897 and 1898.

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

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

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

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

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

## Standing Committees.

### Executive and Finance.

THEIR PRESIDENT AND VICE-PRESIDENTS.

### Highway Improvement.

OTTO DORNER, Milwaukee, Wis.

### Racing Board.

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

A. D. WAIT, Colches, N. Y.

HERBERT W. FOLTZ, Indianapolis, Ind.

W. J. DOTY, Denver, Colo.

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

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

### Rules and Regulations.

E. KOSTOMLATSKY, Cedar Rapids, Ia.

**The Renewal Season  
is now open.**

## RENEW AT ONCE.

"Bulletin" will be stopped at date of expiration.

## DIVISION OFFICERS.

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

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

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

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

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

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

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

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

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

ILLINOIS. Chief Consul, William H. Arthur, 1407 Ashland Block, Chicago, Ill. Secretary-Treasurer, George D. Locke, 220 West Pearl St., Jerseyville.

INDIANA. Chief Consul, Wallace Sherwood, 2715 So. Delaware St., Indianapolis. Secretary-Treasurer, James A. Allison, 121 West Georgia St., Indianapolis.

IOWA. Chief Consul, A. C. Miller, 1426 East Grant Ave., Des Moines. Secretary-Treasurer, E. A. Sherman, Cedar Rapids.

KANSAS. Chief Consul, J. L. Bishop, Salina. Secretary-Treasurer, W. C. F. Reichenbach, Box 205, Topeka.

KENTUCKY. Chief Consul, Chas. H. Jenkins, care Standard Oil Co., Louisville. Secretary-Treasurer, Owen Lawson, 2510 W. Jefferson St., Louisville.

LOUISIANA. Chief Consul, Jos. M. Gore, 1405 Peters Ave., New Orleans. Secretary-Treasurer, Adrian F. Aitkens, 912 Fourth St., New Orleans.

MAINE. Chief Consul, Abner W. Lowell, 515 Congress St., Portland. Secretary-Treasurer, Percy H. Richardson, 122½ Exchange St., Portland.

MARYLAND. Chief Consul, Conway W. Sams, Bank of Baltimore Bldg., Baltimore. Secretary-Treasurer, R. H. Carr, Jr., 607 and 621 Law Building, Baltimore.

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

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

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

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

MISSOURI. Chief Consul, Henry V. Lucas, 411 Union Trust Bldg., St. Louis. Secretary-Treasurer, Louis Rosen, 411 Union Trust Bldg., St. Louis.

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

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

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

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

NEW MEXICO. Chief Consul, Eugene Randolph, Cerrillos.

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

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

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

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

## NOTICE.

To all Local Consuls:

I have received a letter from the Government Office of Road Inquiry at Washington, enclosing a copy of circular No. 30, entitled "Repairs of Macadam Roads," and announcing the desire of the Government officials that this printed circular (which contains very valuable and practical information) should be distributed as widely as possible among road officers in localities where macadam roads have been constructed. In view of the fact that most road officers have no knowledge of the great importance of keeping macadam roads in repair, and a very little knowledge of the way of doing so, I earnestly call upon every consul residing in a district where macadam roads have been constructed to send a list of the road officers having charge of these roads (with their addresses) to Mr. E. G. Harrison, U. S. Special Agent, Office of Road Inquiry, Department of Agriculture, Washington, D. C.

Fraternally yours,

ISAAC B. POTTER,  
President.

## MASSACHUSETTS DIVISION.

The following named members are entitled to the Honor Certificate: F. A. Taylor, Westboro. E. O. Winsor, Chelsea. T. H. Alden, Campello. Thos. S. Webb, Lawrence. Chas. W. Pierce, Brighton. Everett E. Wilbur, Brockton. Dr. A. A. Bryson, Fall River.

The following are entitled to '97 Honor Medal: H. F. Sampson, E. Boston. Solomon N. Dupuis, Natick. Arthur K. Peck, Boston. Abbot Lawrence, Lowell. F. A. Taylor, Westboro. E. F. Slocumb, Jamaica Plain. Walter A. Woods, Roxbury. Morris Barker, Lawrence. Sumner Paine, Cambridge.

The following are entitled to '98 Honor Medal: Dr. A. A. Bryson, Fall River. E. O. Winsor, Chelsea. Boston, Apr. 7, 1898.

ARTHUR K. PECK, Sec.-Treas.

## RHODE ISLAND DIVISION.

The Elmwood Wheelmen, of Providence, have elected Everett R. Smith as club representative in place of B. S. D. Martin, resigned.

NEILSON H. GIBBS, Sec.-Treas.

PROVIDENCE, R. I., April 7, 1898.

## IOWA DIVISION.

The undersigned has secured a supply of handsome L. A. W. buttons, and all new members of the Iowa Division will receive a button, free of charge. Also all old members who forward one new membership will be given a button. To insure receiving buttons, forward all memberships to the undersigned at Cedar Rapids, Ia. We want to give away a thousand buttons before the State Meet. E. A. SHERMAN, Sec.-Treas.

CEDAR RAPIDS, IA., March 29, 1898.

## RENEWAL BLANK.

ABBOT BASSETT, Secretary L. A. W.

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

Number..... Date of Expiration.....  
Name.....  
Street and No. or P. O. Box.....  
City..... State.....  
City and Division in which my home is and to which I should be attached.....  
Bulletin will be stopped at date of expiration. You have 60 days in which to renew.

## Application for Membership in the L. A. W.

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

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

Write Plainly on Blanks.

Printing Preferred.

Remit by P. O. Money Order.

## RENEWAL LIST NO. 14.

Including renewals from April 4-9 inclusive.

Alabama	1	New Jersey	192
Arizona	1	New Mexico	1
Arkansas	1	New York	750
Colorado	24	North California	8
Connecticut	55	North Carolina	2
Delaware	4	North Dakota	1
District Columbia	16	Ohio	96
Florida	3	Oklahoma	1
Georgia	3	Oregon	1
Idaho	78	Pennsylvania	979
Illinois	29	Rhode Island	84
Indiana	20	South California	15
Iowa	15	South Carolina	4
Kansas	15	South Dakota	1
Kentucky	33	Tennessee	2
Louisiana	32	Texas	5
Maine	63	Utah	1
Maryland	522	Vermont	6
Massachusetts	113	Virginia	6
Michigan	44	Washington	1
Minnesota	44	West Virginia	11
Mississippi	44	Wisconsin	58
Missouri	14	Wyoming	1
Montana	14	Canada	3
Nebraska	14	Foreign	3
Nevada	29	Mexico	3
New Hampshire	29	Indian Territory	3
			3,376

## SOUTH DAKOTA DIVISION.

Quarterly statement of South Dakota Division, L. A. W., for the quarter ending March 15th, 1898:

## RECEIPTS.

On hand per last report, Dec. 31st, 1897		
Jan. 9th Received from Abbot Bassett	\$13	59
Jan. 9th Transferred to fund as deducted by Abbot Bassett for renewal of Flynn & O'Brien	70	
Jan. 27th Other sources	50	
Total receipts	\$20	39

## EXPENDITURES.

Jan. 1st Cost of hectograph	\$2	00
Postage stamps	3	00
Advertising	1	00
Stationery	2	00
Postal orders	20	
Feb. 8th Transportation of chief consul to St. Louis	11	00
Total expenditures	\$19	20
Balance cash on hand, March 15th, 1898	\$1	19

Note:—Due from Abbot Bassett for all renewals since Dec. 27th, 1897.

I certify that the above is correct and just.

JOHN O'BRIEN, Sec.-Treas.

S. D. Div., L. A. W.

FORT MEADE, S. D., Mar. 23, 1898.

## WISCONSIN DIVISION.

## LEAGUE HOTELS.

Brillion, Bloerdom. Beaver Dam, Clark. Baraboo. Warren. Bayfield, Davis. Cleveland, Cleveland. Columbus, Whitney. Cedarburg, Washington. Darlington, Darlington. Delevan, Bartram. De Pere, Transit. Eagle, Commercial. Evansville, Central. Fall River, Field. Fall Creek, Lincoln Valley. Glenwood, Revere. Green Bay, Christie. Greenwood, Greenwood. Hortonville, Gates. Hayward, Morris. Horicon, Horicon House. Johnsons Creek, Park. Juneau, Juneau. Kendall, Wyman. Lancaster, Lancaster. Menasha, Landgraff. Mellen, Central. Monroe, Simons. Nece-dah, Juneau. New Holstein, Union. Oregon, Grand Central. Portage, Emdor. Port Washington, Wilson. Rice Lake, Tourist. Sheboygan Falls, Commercial. Stockbridge, Stockbridge. Sparta, Ida. Stoughton, Grand. Stevens Point, Curran. Tomah, Leek. White-water, Walworth. West Salem, Wood. Wonewoc, Reidy. Wausau, Winkley. Watertown, Commercial. Winneconne, Lake View. Waukesha, Park. Waupun, National.

SAM J. RYAN, Sec.-Treas.

## 1898 STANDING COMMITTEES.

## Racing Board.

Fred L. Schaller, Chairman, Sparta.	
James Hynes, Kenosha,	District 1.
L. A. Hodges, Monroe,	" 5.
Fred G. Cramer, Milwaukee,	" 7.
Fred Schaller, Sparta,	" 2.
C. A. White, Fond du Lac,	" 3.
E. Alden Arthur, Green Bay,	" 4.
John J. McIntyre, Eau Claire,	" 8.
R. J. Agen, West Superior,	" 9.
H. C. Welty, Stevens Point,	" 6.

## Touring Committee.

Not yet filled. Who wants to be on this committee?

## Legislative Committee.

M. C. Rotter, Chairman.  
F. P. VanValkenburgh and one member from each Senatorial District.

## Rights and Privileges Committee.

Wm. M. Foster, Chairman.  
W. O. Thomas, care of Peres & Sons, Milwaukee.  
F. J. Huennkens, South Water st.  
H. L. Sweet, Oshkosh.

## Road Improvement Committee.

H. C. Schranck, 55 Biddle st., Milwaukee.  
Otto Dorner, care of Pabst Brewing Co., Milwaukee.  
Solon A. Davison, Waupun.

## Transportation Committee.

F. P. VanValkenburgh, Birchard Block, Milwaukee.  
Chas. E. Buell, Madison.  
B. A. Owen, Baraboo.

## Press Committee.

Frank M. Harback, care of Evening Wisconsin, Milwaukee.

If you want to ask anything about Racing in Wisconsin,—write Fred L. Schaller, Sparta, or the member of the Racing Board representing your district.

Legal Protection in Wisconsin,—write Wm. M. Foster, New Ins. Bldg., Milwaukee, or your local attorney.  
Road Improvement in Wisconsin,—write H. C. Schranck, 55 Biddle st., Milwaukee.

Recruiting and Application Blanks,—write Sam J. Ryan, Appleton.

Railway Transportation,—F. P. VanValkenburgh, Birchard Block, Milwaukee.

Hotels and Roads,—in any town, write to the L.A.W. consul for that town.

Anything in Wisconsin,—not specified above, M. C. Rotter, McGeoch Bldg., Milwaukee.

## RHODE ISLAND DIVISION.

The division has been separated into 6 districts and 15 consulates as follows:

District A.—First Consulate, Newport City. Second Consulate, Newport County (except Newport).

District B.—Third Consulate: Westerly, Hopkinton, Richmond, Charlestown. Fourth Consulate: Narragansett, South Kingstown, North Kingstown, Exeter.

District C.—Fifth Consulate: Pawtuxet Valley from Pontiac to Hope and Washington, Coventry, West Greenwich. Sixth Consulate: Warwick, east of Pontiac, East Greenwich.

District D.—Seventh Consulate: Providence City; Sub-Consulate 1, Wards 1, 2, 4, 5; Sub-Consulate 2, Wards 6, 7, 8, 9; Sub-Consulate 3, Wards 3, 10.

District E.—Eighth Consulate: Pawtucket, Central Falls, Saylesville. Ninth Consulate: Cumberland, Lincoln (except Saylesville). Tenth Consulate: Woonsocket. Eleventh Consulate: North Smithfield, Burrillville, Gloucester. Twelfth Consulate: North Providence, Smithfield, Scituate, Foster. Thirteenth Consulate: Cranston, Johnston. Fourteenth Consulate: East Providence.

District F.—Fifteenth Consulate: Bristol county.

The districts are in charge of the Recruiting Committees, as follows: A—Marshall W. Hall, Newport; B—Chas. E. Champlin, Westerly; C—R. Morton Smith, Riverpoint; D—Geo. H. Huddy, Jr., Providence; E—Frank T. Sibley, Pawtucket; F—Chas. H. Sparks, Warren.

A senior consul will be appointed for each Consulate and a junior consul for each Sub-Consulate.

GEO. L. COOKE, Chief Consul.

PROVIDENCE, R. I., April 8, 1898.

## MARYLAND DIVISION.

We have passed through the Maryland Legislature a bill for Good Roads. This bill begins the work of investigating and reporting upon systems of road construction. It is the first State law ever put upon the statute books of the State of Maryland looking towards an intelligent beginning of road improvement. Its passage was made possible by the work of the League. This is a beginning of a new era in Maryland and in good time road construction in this State will be revolutionized. The wheelmen can particularly thank his Excellency, Gov. Lowndes, Senator Joshua W. Her-ring, of Carroll county, who was indefatigable in his efforts to pass the bill; Senator Stevenson A. Williams, of Harford county; Senator Norman B. Scott, Jr., of Washington county, an old League member; President John Wirt Randall of the Senate and Hon. Ashley M. Gould of the House of Delegates; Hon. Lewis D. Syser, Hon. Alonzo L. Miles, Hon. Lloyd Wilkinson, Hon. Harry Malcolm of the House, for their part in passing this bill. We can congratulate ourselves that the work under the bill will be under the charge of Prof. William B. Clark, of the Johns Hopkins University, and feel satisfied that in due course of time we will reap great benefits from the law. While it is true that this act is only a beginning, yet we will keep at our work until the State of Maryland will be lined with good roads from one end to the other.

## PRIZES.

All memberships obtained from the 1st of April will

be counted in the competition for the prizes. I had hoped to have had the list of prizes decided on ready this week, but sickness and final work on the road bill prevented me from getting the list out. It will be ready for publication next week. The prizes are going to be worth having, therefore get to work and send your members in; they will be counted.

## RENEWALS.

Renewals are coming in too slowly. Will you not get that move on and persuade all local consuls and old members to renew. Let us not fall back but push ahead.  
CONWAY W. SAMS, Chief Consul.

## INDIANA DIVISION.

1.—Indianapolis	465
2.—Terre Haute	204
3.—Richmond	87
4.—Madison	59
5.—Muncie	55
6.—Lafayette	36
7.—Shelbyville	34
8.—Fort Wayne	32
9.—Michigan City	31
10.—Jeffersonville	27
11.—Bedford	27
12.—Kokomo	22
13.—Elkhart	20
14.—Washington	17
15.—Anderson	16
16.—Columbus	16
17.—Rensselaer	15
18.—Marion	14
19.—Alexandria	14
20.—Wabash	13
21.—Crawfordsville	13
22.—Knightstown	13
23.—Huntington	13
24.—Angola	12
25.—South Bend	12
26.—New Albany	11
27.—Ambia	11
28.—Brazil	10
29.—Brookville	10
30.—Cannelton	10

The above table shows the standing of the cities in this Division having ten or more members March 31st, as shown by our records. A little study of this table will be interesting and instructive. Eighty-two towns, which together with the thirty on this list, comprise those in which League members reside, have only 183 of our membership, or an average of a little over two to the town. There is no reason why we should not have on our monthly statement published as above the names of at least 100 towns. There are several cities in this State having a wheeling population fully double that of Madison, Richmond and Shelbyville, which do not appear in this list at all, and are represented on our rolls by not more than three or four members. This condition should be remedied at once. A little public spirit such as has been displayed by a few members in these towns on the list would place them where they belong on our membership rolls. If ever there was a time in the history of this Division when its membership could be increased with little or no effort that time is now. With a little work on the part of each member we could easily have five thousand names on our rolls at the time of the opening of the National Meet. This would place us on record as the largest Division west of Pittsburg, and the benefits we would be able to secure would be proportionately greater. We want you to think of this and see if you cannot do something to build up the membership in your neighborhood. We have already raised our standing in the list of Divisions as recorded December 1st from twelfth to eighth place. We should be in sixth place. Come, let us get there!

## HONOR ROLL OF TOWNS.

The following towns have already met our request to double their membership, as shown by the records December 1st:

Alexandria, Goshen, Greenfield, Miller, Crestes, Richmond, Spencer and Indianapolis.

If the members in all the towns not represented on this list would make very little effort even they could place themselves on this roll at an early date. Such action on their part would insure us the position we should occupy with relation to our standing on the membership rolls of the L. A. W. We ask you all to sacrifice a little time to the bringing about of this much desired result. WALLACE SHERWOOD, Chief Consul.

## FLORIDA DIVISION.

I hereby give notice that I have appointed Mr. Sidney E. Hiller as local consul at Ocala, Fla., vice Mr. H. C. Munroe, resigned.

GEO. L. BAHL, Chief Consul.

JACKSONVILLE, FLA., Apr. 2, 1898.

## PENNSYLVANIA DIVISION.

Judge Morrison has just decided that the ordinance passed by Erie Councils, taxing bicycles \$1 a year and requiring the carrying of a tag, to be illegal. This settles the law upon this subject.

SAMUEL A. BOYER, Chief Consul.

# OHIO DIVISION.

## MONTHLY MEMBERSHIP LIST.

April 1, 1897, 2,398; April 1, 1898, 3,223; increase, 825. In the following list of places having ten or more members on April 1, 1898, the stars (\*) indicate an increase during March:

Cincinnati,	417	*London,	22
Cleveland,	205	*Marysville,	22
Toledo,	155	*Bucyrus,	20
Columbus,	145	East Palestine,	20
Dayton,	117	Lima,	20
Canton,	90	Springfield,	19
*Marietta,	89	Youngstown,	19
*Steubenville,	82	Lancaster,	17
Gallipolis,	75	Sandusky,	17
Chillicothe,	60	New Lexington,	15
*Xenia,	48	Canal Dover,	14
Portsmouth,	43	Middletown,	13
Zanesville,	43	Conneaut,	13
Ironton,	37	Warville,	13
Akron,	35	Alliance,	12
*Bradford,	33	*Cadiz,	12
Fremont,	31	Urichsville,	12
Mansfield,	28	Delaware,	11
Tiffin,	28	Massillon,	11
Fostoria,	26	Ashtabula,	10
Hamilton,	26	Delphos,	10
*Norwalk,	24	*Warren,	10
Athens,	23		

W. C. MUNRO, Sec.-Treas.  
CINCINNATI, April 4, 1898.

# ILLINOIS DIVISION.

## ANNUAL STATE MEET.

In accordance with Article V., Section 3. of our Division By-laws, I called for a vote of the Board of Officers of this Division to determine the place for holding our annual State Meet for 1898.

I have this day canvassed the vote and find that there are forty-three votes in the affirmative for Aurora, Ill. The time for holding same will be announced later.

GEORGE D. LOCKE, Sec.-Treas.

JERSEYVILLE, ILL., March 25, 1898.

# IOWA DIVISION.

The Iowa Division honor medal has been awarded Mr. Charles H. Prior, local consul at Guthrie Center, — Mr. Prior having forwarded the necessary eight applications for membership. Mr. Prior has also six applications to his credit for a second honor medal, having forwarded a total of fourteen applications.

Mr. Henry Hell, local consul at New Liberty, Ia., has been awarded a second honor medal, which medal he has bestowed upon Mr. Emil Hoepner, one of his assistants in the L. A. W. work.

The Iowa Division has now bestowed three honor medals. Who will be the next to secure one?

E. A. SHEKMAN, Sec.-Treas.

CEDAR RAPIDS, IA., March 29, 1898.

# NEW HAMPSHIRE DIVISION.

## STANDING COMMITTEES.

Chief Consul Phinney has appointed the following standing committees for 1898:

### Improvement of Highways.—

Edw. M. Slayton, Manchester.  
Frank W. Rollins, Concord.  
E. A. Burbank, Berlin.

### Rights and Privileges.—

A. W. Pressler, Keene.  
Edw. F. Rowell, Exeter.  
O. H. A. Chamberlen, Manchester.

### Touring.—

E. M. Fisher, Littleton.  
Chas. J. Gould, Plymouth.  
C. Elmer Cramer, Hinsdale.

### Rules and Regulations.—

C. W. Hazlett, Portsmouth.  
Frank N. Parsons, Franklin.  
Geo. S. Proctor, Wilton.

### Racing Board.—

T. E. McAfee, Nashua.  
George A. Place, Concord.  
Eugene W. Sargent, Manchester.

Communications relative to these matters should be addressed to the nearest member of the committee to which they refer.

ROBERT T. KINGSBURY, Sec.-Treas.

KEENE, N. H., April 4, '98.

# MASSACHUSETTS DIVISION.

Mr. Arthur W. Robinson, Chairman of the Massachusetts Division Racing Board, has, in order that the racing interests of the State may be properly looked after, divided the State into districts and assigned certain counties to each member of the Board.

The assignments are as follows:

Mr. Arthur O. Knight, of Worcester, Mass., Franklin and Worcester counties.

Mr. John C. Kerrison, of Revere, Mass., Suffolk, Essex, Middlesex and Norfolk counties.

Mr. Horace A. Keith, of Brockton, Mass., Barnstable, Bristol, Dukes, Nantucket and Plymouth counties.

Mr. F. L. Henkley, of Chicopee Falls, Mass., Berkshire, Hampden and Hampshire counties.

# MICHIGAN DIVISION.

The following have been appointed as official League hotels for this State, and have signed our new form of contract. Members are urged to give them the preference at all times, and to report any refusals to live up to their contract to the chief consul:

	per cent.
Saginaw—Kerby House,	\$1 00 20
Orchard Lake—Orchard Lake House,	1 50 15
Port Hope—Leese House,	1 00 25
Lansing—New Grange,	1 50 25
Gladstone—Hawarden Inn,	2 00 10
Rockland—Wiesen House,	1 50 15
Ontonagon—Fuller House,	2 00 25
Haslet Park—Pine Lake House,	1 00 10
Morenci—Hotel Saulsbury,	2 00 20
New Haven—Atlantic House,	1 00 20
Bad Axe—Morrow House,	1 50 25
Cass City—Hotel Gordon,	2 00 15
Owosso—The Merrill,	2 00 15
Jackson—Hotel Ruhl,	2 00 20
Adrian—Hotel Lawrence,	2 00 20
Allegan—City Hotel,	1 25 20
Ann Arbor—American House,	2 10 10
Bay City—New Republic,	1 50 15
Belding—Hotel Belding,	2 00 15
Battle Creek—Halladay,	2 00 20
Belleville—Belleville Hotel,	1 00 20
Benton Harbor—Hotel Benton,	2 00 25
Brooklyn—Cosmopolitan,	1 50 33 1/2
Buchanan—Earl House,	2 00 10
Breckenridge—Hotel Breckenridge,	1 00 25
Clare—Calkins,	2 00 25
Charlotte—Hotel Williams,	1 50 25
Carson City—Miller House,	2 00 20
Chelsea—Chelsea House,	2 00 50
Caro—The Exchange,	1 50 33 1/2
Cadillac—Hotel McKinnon,	2 00 25
Coldwater—Arlington,	2 00 25
Cheboygan—Spencer House,	1 25 15
Detroit—Hotel Normandie,	2 10 50 1/2
Detroit—Griswold House,	2 00 10
Dexter—Dexter House,	1 00 20
Flat Rock—Flat Rock Hotel,	1 00 25
Escanaba—Oliver House,	2 00 15
Hudson—Hudson House,	2 00 25
Howard City—Colum Exchange,	2 00 25
Harrison—Lewis House,	1 50 33 1/2
Homer—Homer House,	2 00 30
Hillsdale—Smith's Hotel,	2 00 25
Inlay City—New Bancroft,	2 00 25
Ionia—Dexter,	2 00 25
Kalamazoo—Kalamazoo House,	2 00 15
Ludington—Hotel Read,	2 00 10
Lapeer—Abram House,	2 00 20
Muskegon—Occidental,	2 10 20
Manistee—Dunham,	2 00 20
Marquette—Hotel Marquette,	2 50 10
Marcellus—Columbian,	2 00 25
Midland—Bartlett,	2 00 15
Maple Rapids—Perry House,	1 50 15
Monroe—Park House,	2 00 15
Northville—Park House,	2 00 20
Ovid—Ketan House,	1 50 15
Pontiac—Hodges House,	2 00 20
Port Huron—Huron House,	2 00 20
St. Louis—Park House,	2 00 25
Shepherd—Taylor House,	2 00 25
Sturgis—New Thornton,	2 00 25
St. Clair—St. James,	1 50 30
Sault Ste Marie—Park House,	3 00 25
Stanton—Central Hotel,	2 00 50
Sidnaw—Ferguson House,	2 00 25
Saline—Harmon House,	2 00 25
Trout Creek—O'Brien Hotel,	1 50 25
Trenton—Hotel Felder,	2 00 30
Union City—Union City House,	2 00 37 1/2
Vassar—Columbia House,	2 00 25
West Bay City—Arlington House,	1 50 20
Wyandotte—Arlington,	2 00 25
Wayne—Varney House,	2 00 20
Ypsilanti—Hawkins,	2 00 20
Yale—Rapley House,	1 50 15

## HOTELS IN CANADA.

Ancaster House,	\$1 00
Blenheim,	1 00
Belmont,	1 50
Barnes,	1 50
Cornish,	1 00
Wileys,	1 00
Garner House,	2 00
Royal,	1 00
Fulton,	1 00
Mansion,	1 00
St. Nicholas,	1 50
Hoffman,	1 00
Teunisch,	1 50

April 1, '98.

EDWARD N. HINES, Chief Consul.

# OHIO DIVISION.

If you want to earn an honor medal, there is not much time to lose. The next ten weeks will roll around before you know it. You need only seven members, but you must get them by July 1. Can't you make a start this week?

WILLIAM D. KEMPTON, Chief Consul.  
APRIL 8, 1898.

# RACING BOARD BULLETIN.

BALTIMORE, April 6, 1898.

Special permits to exceed the prize limit in sprint races which would conflict with the National Championships on National Circuit dates, will not be granted, but permits will be given to exceed the prize limit in middle distance races or any other event that will not conflict with the National Championships.

Racing men, who have made contracts which have been approved by the chairman, must comply faithfully with the terms. The same requirement holds good with the promoter or track owner who is the other party to the contract. Any wilful violation would be in the nature of "unfair dealing connected with cycle racing," and would be subject to a penalty, effective in this country and in Europe.

No person must act as a referee of a race Meet except those prescribed in the rules on page 20, and even they must not be promoters, managers, owners, trainers or financially interested in tracks or Meets.

Mr. H. M. Fisher, 48 Rutledge ave., Charleston, S. C., has been selected as handicapper for that State.

The suspension of Joe Schwartz, New Orleans, La., expired April 2, 1898.

The suspension placed upon Geo. N. Roberts, New Orleans, La., expired March 31, 1898.

The contract of the National Cycledrome Co., New York, with Henri and Victor Jallau is approved.

The contracts of the National Track Ass'n, Cambridge, Mass., with E. F. Leonert, Buffalo, N. Y.; F. P. Kent, Rowley, Mass.; J. Warburton, England, and Wm. P. Keating, Chelsea, Mass., are approved.

The contracts of the National Cycle Track Association, Cambridge, Mass., with F. H. Allen, Springfield, Mass.; W. F. Sager and E. W. Swanbrough, Denver, Colo.; James Driscoll, Boston, and M. W. Gray, Ashtabula, Me., are approved.

The contracts of the National Cycledrome, New York, with Johannes H. Wisby, Denmark, and J. S. Johnson, Worcester, Mass., are approved.

## Registered.

No. 9—Fred Sims, Philadelphia, Pa.

No. 10—Chas. S. Henshaw, Cambridge, Mass.

August Sizer and J. C. Murphy, Kane, Pa., are suspended pending investigation of their amateur status.

## Transferred to the Professional Class.

Johannes H. Wisby, Denmark, own request; Jonas Larsen, W. A. Colman, Leadville, Colo., clause (a); W. T. Harrington, F. D. Kyle, Leadville, Colo., clause (b).

J. H. Mason, Erie, Pa., is permanently suspended from all road and track racing, and ruled off L. A. W. tracks in every capacity, for unfair dealing.

## National Circuit Dates Accepted.

Park Bicycle Club, Washington, D. C., June 23 and Oct. 6.

Dayton Bicycle Club, Dayton, O., Aug. 6.

St. Louis Cycle Racing Association, St. Louis, Mo., Aug. 20.

New Jersey Bicycle Track Co., Vailsburg, N. J., July 4 and Sept. 17.

Springfield Bicycle Club, Springfield, Mass., June 4 and Sept. 5.

Mass. Athletic Ass'n, Cambridge, Mass., May 28 and Sept. 10.

New York, National Cycledrome, June 11 and Oct. 1.

Buffalo, N. Y., Associated Cycling Clubs, July 30.

Quill Club Wheelmen, New York, Aug. 27 and May 21.

Rochester, N. Y., American Cycle Racing Ass'n, June 7, July 31 and Aug. 23.

ALBERT MOTT.

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

## STOLEN WHEELS.

HUMBER, No. 8,307. B. Van Courtney, 517 Wilkey st., Philadelphia, Pa.

COLUMBIA, Model 49. Thos. S. Peters, 234 W. 22d st., New York city.

BICYCLE, No. 11,135. W. F. Killion, 1213 Filbert st., Philadelphia, Pa.

ROMAN, No. 1,021. Frank P. Dougherty, Broad and Passayunk ave., Philadelphia, Pa.

WOLF-AMERICAN, No. 3,259. F. W. Lisbon, Deputy Commissioner, 346 Broadway, New York city, N. Y.

COLUMBIA, Chainless, Lady's, No. 1,007. Laurence La Forge, 11 Prentiss pl., Cambridge, Mass.

AMERICAN EXCURSION, No. 2,001. A. N. Clark, 1001 Broad st., Newark, N. J.

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

CLEVELAND, No. 111,340. Edouard Laglantine, 117 W. 31st st., N. Y. city.

REMINGTON, No. 36,018. H. C. Beach, 52 Eastern ave., Boston.

## APPLICATIONS FOR MEMBERSHIP

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III. of the Constitution.

Tickets will be issued fourteen days after publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on Saturday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Send two 2-cent stamps for a Constitution and By-Laws.

Boston, April 15, 1898.

Total, 734-94,199.

## Over 126,000, COLORADO, 1-472.

D. A. C.  
880 McGinnis, Jas. S., 715 E. & C. bldg Denver

## Over 126,000, CONNECTICUT, 8-1649.

Unattached.  
881 Fellows, W. A., 29 Lester Ansonia  
2 Botsford, Geo. E., 52 Birch Bridgeport  
3 Case, Harold E., 201 Howard av  
4 Johnson, Geo. C., 506 Barnum av  
5 Stedman, Eva, box 593  
6 Hill, F. H., box 521 Danbury  
7 Judd, Frank L., box 92 Fairfield  
8 Burrington, H. A., box 18 Pequabuck

## Over 126,000, DISTRICT OF COLUMBIA, 4-868.

Unattached.  
889 Cameron, Shelton T., 620 F. N. W. Washington  
890 Duffield, Wm. W., The Cairo  
1 Holdingsfelder, Ed., 801 N. J. av  
2 Larned, Frank H.

## Over 126,000, ILLINOIS, 31-3399.

Garden City C. C.  
893 Huhn, J. H., 309 Sheffield av Chicago  
Thistle B. C.  
4 Grant, Harlo R., 974 W. Madison  
5 Porter, H. W., 185 E. Madison  
6 Stambaugh, F. A., 591 W. Madison  
7 Schoustadt, G. J., 449 Wash. bldg  
Saddle & Cycle Club.  
8 Norcross, Fred. F., 712 Marquette bldg  
C. C. C. C.  
9 Scott, Thos., 617½ E. No. Grand av Springfield  
Unattached.  
960 Caldwell, Martyn R., 1420 Henry Alton  
1 Erikson, Chas. E. Aurora  
2 Byron, A. J. Bourbonnais  
3 Marshall, John M., 729 21st Cairo  
4 Corrigan, J. H., 1676 Barry av Chicago  
5 Dexter, G. A., 5458 Jefferson av  
6 Gazzoli, John D., 461 W. Madison  
7 Fengenbaum, Edward, 1078 W. Van Buren  
8 Hertzell, Cora B., 1838 Arlington pl  
9 Kelly, Mrs. R. Howard, 815 Cham. of Com bldg  
910 Holden, Wm. H., 91 Hartford bldg  
1 Howe, H. W., 127 W. Wash  
2 Jacobson, Sam. L., 333 G'd Cen. Pass. Sta.  
3 Munger, Edwin A., 3307 Rhodes av  
4 Sexton, Wm. H., 303 City Hall  
5 Seegitz, Otto E., 415 North av  
6 Skofield, Ray L., 205 La Salle  
7 Robertson, Geo. A., 359 W. Randolph  
8 Canfield, Horace Elmhurst  
9 Wilson, Harry A., 55 Main Havana  
920 Madory, Fred Harvey  
1 Rhodes, Caroline A., 211 Clinton av Oak Park  
2 Alexander, Ray Lewis Richmond  
3 Mayer, V. F. Waukegan

## Over 126,000, INDIANA, 14-2040.

Outing W.  
924 Strobel, Wm. R., 50 Oliver av Indianapolis  
Unattached.  
5 Henry, Lewis Decarbo  
6 Lewis, C. A., 1604 Broadway Indianapolis  
7 Kuhn, John A., 415 W. Mich.  
8 Buchanan, Dr. A. E., 32 When block  
9 Ottenheimer, Louis S., Bates House  
920 Myrick, F. W., 239 W. Vernon  
1 Vance, Chas. W. Miller  
2 Chapman, A. W. Muncie  
3 Griffith, Roscoe C.  
4 Deniston, M. P. Peru  
5 Gates, W. F.  
6 Skinner, Jno. J.  
7 Rosenthal, M.

## Over 126,000, IOWA, 12-695.

Unattached.  
928 Muks, Louis Bennett

9 Wilson, Jas. P., 401 Jefferson Burlington  
940 Anderson, G. W., 404 Jefferson  
1 Schmalzried, A. L., 401 Jefferson  
2 Moffett, Howard E., Record Printing Co  
Cedar Rapids  
3 Jaeger, John, 1620 Mitchell Davenport  
4 Werts, Perry D. Iowa City  
5 Gimm, Frank New Liberty  
6 Strathmann, Wm Plain View  
7 Petersen, Henry C.  
8 Grafing, Chas. Stockton  
9 Zimmerman, J., Jr., box 63 W. Burlington

## Over 126,000, KANSAS, 12-411.

Salina Bl. Club.  
550 Fritchie, J. C., Nat'l Hotel Salina  
1 Gilbert, J. A., 250 S. 9th  
2 Gray, Leslie C., Daily block  
3 Hedenberg, C. R.  
4 Martin, Jess. H.  
5 Martin, Clyde W., 13th st  
6 Peck, M. E.  
7 Smith, James H., 209 N. 7th  
Unattached.  
8 Southwick, Chas. A. Clay Center  
9 Holladay, D. Hugh, box 617 Great Bend  
960 Tanner, Geo. W., St. John's School Salina  
1 Smith, Clarence, Santa Fe Office Topeka

## Over 126,000, KENTUCKY, 4-848.

Unattached.  
962 Platt, W. R., 712 Second Louisville  
3 Cooper, J. Clay, Maysville st Mt. Sterling  
4 Hazelrigg, J. W., Main st  
5 Morris, John P., Main st

## Over 126,000, MAINE, 1-493.

Unattached.  
966 Colley, Amory T., 18 Verand East Deering

## Over 126,000, MARYLAND, 6-1669.

Unattached.  
967 Cook, Jos. E., 1003 W. Balto. Baltimore  
8 Frick, Chas., 1503 Bolton  
9 Bell, Arthur D., 67 E. 4th Frederick  
970 Holtz, David Union Bridge  
1 Myers, C. C., box 334  
2 Rinehart, P. M., box 236

## Over 126,000, MASSACHUSETTS, 176 11,198.

Met. W.  
973 Epps, Geo., 270 Beacon Boston  
4 Stearns, C. F., 23 Rutland sq  
5 Toomey, M. D., 52 W. Dedham  
6 Alderman, F. C., 270 Beacon  
Press B. C.  
7 Urann, Louis J., 4 Union Park  
Review Club C.  
8 Sparrow, Gustavus H., 418 B'dway Chelsea  
9 Eaton, T. Edw., 4 Fitz terrace  
Chelsea C. C.  
980 Barkividge, Wadsworth, 47 W. Third  
1 Gabel, John F., 314 Spruce  
2 Blanchard, Fred W., Jefferson av Everett  
Crescent.  
3 Baxter, John H., 175 Snell Fall River  
H. C. C.  
4 Powers, Wm., Primrose Haverhill  
5 Worcester, Irving B., 17 Nichols  
H. P. C. C.  
6 Carter, Wm. M., 20 Factory Hyde Park  
7 Drinkwater, Joseph, Oak pl  
8 Johnson, Louis E., 3 Greenwood av  
Clover C. C.  
9 Allen, Frank L., 11 Ward pl Lynn  
990 Luscomb, C. Everett, 290 Eastern av  
1 Thing, Harold J., 77 Timson  
2 Vaughan, Albert M., 38 Empire  
G. R. C. C.  
3 Jacobs, E. A., 18 Mountain av Malden  
Jogalung B. C.  
4 Wheelock, Howard B., S. Fairview Roslindale  
5 Pierce, Francis A., 14 Myrtle Jamaica Plain  
Met. W.  
6 Nicholson, Albert J., 15 Windsor Roxbury  
Unattached.  
7 Carpenter, L. Z., 13 Park Attleboro  
8 Briggs, Mrs. J. Emmons, 204 Hunt-  
ington av Boston  
9 Bush, Mrs. Josephine M., 651 Boylston

## Over 127,000.

900 Bush, Miss Ella A., 651 Boylston  
1 Cummings, Frank A., 53 State  
2 Currier, Arthur P., 18 Bulfinch  
3 Christie, James, 120 Kingston  
4 Harris, Mrs. Henry S., 681 Tremont  
5 Kelley, Edw. F., box 1917  
6 Leonard, J. Nelson, 87 Milk  
7 Southard, John H., 29 Hancock  
8 Williams, Louis E., 172 Huntington av  
9 Wilder, H. H., 16 Oliver  
910 De Groot, A. R., B. A. A.  
1 Graves, M. C., B. A. A.  
2 Lunt, Wm. P., Jr., B. A. A.  
3 Morse, A. G., M. D., B. A. A.  
4 Vose, J. W., 197 St. Botolph  
5 Nickerson, Henry B., 16 St. Botolph  
6 Macfarlane, Duncan, Jr., 23 Marl-  
borough  
7 Williams, Alice L., Rockland st Brighton  
8 Hay, H. Clinton, 368 Pleasant Brockton  
9 Brownell, C. Henry, 64 Ward  
920 Johnson, Henry G., 110 Main  
1 White, Frank A., 16 Lexington

2 Hasty, Annie, F., 46 Trowbridge Cambridge  
3 Martin, K. McG., 15 Little's block  
4 Valente, Joseph, 85 Richdale av  
5 Putnam, Harry A., 24 Soley Charlestown  
6 Brown, Alva W., 175 Wash. av Chelsea  
7 Baler, Geo. A., 41 Suffolk  
8 Stickney, Edward, 100 B'dway  
9 French, Geo. E., box 281 Chicopee  
930 Fletcher, Samuel E., box 1  
1 King, Sewall V., box 31 Cooleyville  
2 Shaffer, F. S., box 200 Dedham  
3 Naylor, F. W., 92 Ausland, Dorchester  
4 Whitmore, Jos. M., 63 Buckman Everett  
5 Towle, A. Lincoln, 126 Ferry  
6 Bassett, L. Grace, box 37 East Milton  
7 Edson, Edward E., box 28 E. Bridgewater  
8 Johnson, Carl  
9 Angell, Geo. W., box 523 Fall River  
910 Marsland, Geo., 188 S. Main Fitchburg  
1 Corley, Walter G., 1 Prospect Georgetown  
2 Pingree, C. Albert  
3 McKenzie, Albert H., 5 Babson Gloucester  
4 Cranshaw, Miss C. W., 46 Kenzoa av Haverhill  
5 Fuller, Miss A. E., 65 Webster  
6 Penney, Arthur W., 62 Cedar  
7 Davis, Harry R., 27 Kenzoa av  
8 Beale, Russell S., 31 Blake Hyde Park  
9 Bramwell, Clarence C., 91 Arlington  
960 Dawson, Chas. A. Holden  
1 Jones, Frank W., 3 Hagar Jamaica Plain  
2 Lessler, Louis E., 38 Paul Gore  
3 Bailey, Albert, 96 Holly Lawrence  
4 Nunn, Thomas, 96 Holly  
5 Ogden, Thomas, 96 Holly  
6 Whitaker, E. H., 27 Lake  
7 Winchester, H. A., 39 Elm Leominster  
8 Greene, Wm. H., 396 Pine Lowell  
9 Lyle, J. E., 120 Central  
960 Pearson, Wm. H., 301 Central  
1 Young, Alexander W., Runel's bldg  
2 Lorin, Mathe, 58 Akin  
3 Fleming, Samuel, 36 Hildreth  
4 Barry, Theodore W., 45 Breed Lynn  
5 Bidouau, Fred J., 20 Brownville av  
6 Chesley, Samuel N., 158 Allen av  
7 Chesley, Chas. E., 14 Shepard  
8 Donahue, John M., 87 Flint  
9 Hoffman, Robert, 14 Atkins  
970 Greene, Fred P., 56 Henry av  
1 Pittman, Wm. E., 34 Green  
2 Royal, Edward C., 61 Hawthorne  
3 Spaward, Savandah A., 94 Hanover  
4 Hall, H. E., 40 Park  
5 Upham, Arthur W., 24 Bulfinch  
6 Hutchinson, Joseph, 410 Union  
7 Laflam, Edmund N., 12 Pinkham pl  
8 Bruce, Charles F., 47 Arch  
9 Walsh, Thos. J., 57 Richmond rd, Rugby  
980 Briggs, Albert S. Mattapan  
1 Booth, Joseph, Mattapan  
2 Cowle, James E., box 161 Maynard  
3 Hatch, Herbert  
4 Loewe, David J., box 33  
5 Davis, Arthur S., 122 Wyoming av Melrose  
6 Ehlert, B. H., 50 Grove  
7 Doune, Emmet J., Vine st  
Melrose Highlands  
8 Holden, A. L., Adams st Milton  
9 McGovern, Thos., 431 Neponset av Neponset  
90 Haskell, Edward S., 8 S. Sixth New Bedford  
1 Holway, L. C., 18 Market  
2 Grinnell, Arthur G., 89 Hawthorne  
3 Briggs, Mrs. Carrie A., 53 Bedford  
4 Hammond, Ernest P., 185 County  
5 Merrill, Paul A., Merrimack st Newburyport  
6 Meles, Karl, 75 Bellevue Newton  
7 Coady, Wm. F., 37 Frederick Newtonville  
8 Newton, Robt., box 316 Newton Upper Falls  
9 Rice, Frank S., 13 Summer North Adams  
910 Sheldon, G. Herbert North Chelmsford  
1 Tufts, Ernest D. Palmer  
2 Mowat, Ada Petersham  
3 Pierson, Albert, 36 Granite Quincy  
4 Dunn, James, Jr., 136 Wash.  
5 Emerson, Henry E., Wash. st  
6 Clement, Benton, 69 Woburn Reading  
7 Hunt, Edgar N., box 252  
8 Hamblen, Lewis F., 121 Florence  
Roslindale  
9 Locke, Arthur G., 14 Montclair av  
910 Bolles, Benj. S., box 135 Sharon  
1 Lytle, Alice, box 221 Shirley  
2 Savage, Miss Ina, box 221  
3 Learned, S. F. H., 23 Sargent av Somerville  
4 Fogg, Berton H., 16 Sargent av  
5 Gage, Walter C., Robinson  
6 Gilmore, S. M., 43 Robinson  
7 Forbush, E. A., Waverly st  
South Framingham  
8 Talcott, Clarence P., Union st Gardner  
9 Huntley, Fred H., 39 Rutledge av  
Springfield  
910 Nickerson, Luther, 120 Dorchester av  
South Boston  
1 Devanna, Wm. J., 125 O st  
2 Doyle, James A., 66 Telegraph  
3 Herron, W. F. Southbridge  
4 Webster, Fred Sturbridge  
5 Hayden, Geo. M., box 27 Waban  
6 Waters, B. Wareham  
7 Bowker, Percy J., 96 R. R. Wakefield  
8 Wilson, W. H., 29 Cushing Waltham  
9 Sawtelle, P. A., 119 High  
910 Brigham, Harry W., 2 Brigham Watertown  
1 Gerry, J. W., 7 Marion road



- 2 Rollins, Wm. C., 51 Summer " "  
 3 Washburn, E. P., 8 Green " "  
 4 Sinclair, F. J., box 486 Webster  
 5 Smith, Jos. C., 43 Fifth Wellington  
 6 Farrell, Jas. E., 16 Henshaw ct W. Newton  
 7 Norton, Violette, box 288 Westboro  
 8 Fay, H. J. W., box 225 " "  
 9 Emerson, Geo. W. Weston  
 10 Reaser, J. G. Woburn  
 1 Coes, Frank L., Loring Coes & Co. Worcester  
 2 \*Coes, Mrs. Frank L., 2 Coes sq " "  
 3 Tiffany, C. H., 22 May " "  
 4 Sherman, Geo. H., 1 Midland " "  
 5 Roberts, Thos., 4 E. Shelby " "  
 6 Warren, C. H., 400 Pleasant " "  
 7 Metcalf, Geo. B., South st Wrentham  
 8 Shepard, Fred'k A. " "

**Over 127,000, MICHIGAN, 22-1975.**

- Mich. Cent. C. C.  
 149 Robin, J. S., 475 Vinewood av Detroit  
 Detroit W.  
 150 Eaton, Frank L., 5 Grant ct " "  
 1 Lutz, Fred H., 153 Wabash " "  
 2 Wilcox, W. W., 174 6th " "  
 3 \*Jones, Mrs. M. E., 524 Baker " "  
 Y. L. W.  
 4 Hawthorne, John E. Ypsilanti  
 5 McDougall, Chas. H. " "  
 6 Marvin, Norris E. " "  
 7 Unattached. Clinton  
 8 Haise, H. R. Cheboygan  
 9 Erratt, Irving H., 30 Huron. Detroit  
 10 Abel, F. L., 1477 G'd River av " "  
 161 Dotson, Frank, 229 Harrison Flint  
 1 Marble, W. L. Gladstone  
 2 Bannister, Guy, 734 W. Main Kalamazoo  
 3 Bender, W. G., 914 Bridge " "  
 4 Guerne, Alfred A., Cal Track Harrow " "  
 Co.  
 5 Miller, H. V., box 430 Niles  
 6 Davis, C. F. Okemos  
 7 Needham, John W. St. Joseph  
 8 St. Clair, John C. " "  
 9 Denner, Herman Sebawaing  
 10 Loomis, C. N. Sparta

**Over 127,000, MINNESOTA, 1-506.**

- Unattached.  
 171 Olsen, Simon Rose Creek

**Over 127,000, MISSISSIPPI, 1-25.**

- Unattached.  
 172 Ray, F. H., Jr. Canton

**Over 127,000, MISSOURI, 9-1234.**

- South Side C. C.  
 173 Ittner, Ben, 2103 Park av St. Louis  
 4 Spiro, Isidore, 3620 Hartford " "  
 5 Spuehler, E. C., 3645 Cleveland av " "  
 6 Timmerman, Jos., Boatman's Bank " "  
 7 Weinsberg, H. A., 1434 Menard " "  
 8 Unattached.  
 9 Theis, Frank A., 206 Broadway Hannibal  
 9 Kennett, Luther M., University Club St. Louis  
 180 Nevison, Henry, Met. Life Ins. Co. " "  
 1 Strothotte, H. C., 3920 N. 19th " "

**Over 127,000, NEBRASKA, 5-392.**

- Unattached.  
 182 Bull, Chas. A., box 105 Albion  
 3 Sitzer, C. " "  
 4 Lambie, W. W. Fairfield  
 5 Neimeyer, Will. " "  
 6 Roberts, John " "

**Over 127,000, NEW HAMPSHIRE, 4-1011.**

- Unattached.  
 187 Kearns, Chas. B., 53 W. Merrimack Manchester  
 8 Hinkley, John E., 62 Merrimack " "  
 9 Wagner, Charles, 1152 Elm " "  
 190 Livesey, James E. Peterboro

**Over 127,000, NEW JERSEY, 30-6045.**

- E. H. C. W.  
 191 Koernig, Fritz, Liverpool av Egg Harbor City  
 Englewood W.  
 2 Plympton, F. B. Hackensack  
 3 Palmira B. C. " "  
 3 Vultee, A. Edward, 158 Belmont av Jersey City  
 Stylus Wheelmen.  
 4 Kirby, John H., 264 Kalghn av Camden  
 5 Stewart, Chas. L., 401 Kalghn av " "  
 6 Vail, Harry A., 588 Spruce " "  
 7 Unattached.  
 7 Kirkiss, Rev. F. M., Trinity Church Bayonne  
 Rectory  
 8 Strecker, Otto A., 612 Boulevard " "  
 9 \*Kiggins, Miss E. W., 260 W. Jersey Elizabeth  
 200 Grand, W. L., 427 Jersey av Gloucester City  
 1 Beissbarth, Chas., 210 7th Hoboken  
 2 Rasmussen, Alfred, 212 7th " "  
 3 Young, Rev. J. W., 17 Belmont av Jersey City  
 4 Collins, Jos. W., box 57 Little Ferry  
 5 McGrath, J. B. Madison

- 6 Pfister, Gottlieb, 194 S. Orange av Newark  
 7 Hust, John, 516 High " "  
 8 Schneider, Chas. F., 121 Bank " "  
 9 Larsen, H. C., cor. Woodbridge road " "  
 210 Watson, John R., Bank Perth Amboy  
 1 Weighorst, Henry, Jr., care Dr. Browne Phillipsburg  
 2 \*Neary, Miss M. E., box 233 Point Pleasant  
 3 Quick, J. S., box 120 Raritan  
 4 Leibold, G. V., box 125 " "  
 5 Rogers, F. E., 59 Donaldson av Rutherford  
 6 \*Ayers, Lizzie V. Springfield  
 7 Harris, J. W., M. D. " "  
 8 McHugh, Jas., 116 Morgan Union Hill  
 9 Musso, Anthony S. Vineland  
 220 Peckham, Wm. G. (T. O. 111 B'dway. Westfield  
 New York)

**Over 127,000, NEW YORK, 148-25,405.**

- No. End W.  
 221 McKeen, Capt. P. H., 7 Albany Albany  
 Comfai C. C.  
 2 Ruger, Geo., 35 Troy av Brooklyn  
 Happy-go-Lucky W.  
 3 Hannroeber, Geo. A., 191 Meserole " "  
 Buffalo Wheeling.  
 4 Schustrum, Peter C., 797 Ellicott sq Buffalo  
 Jolliers-Illon.  
 5 Fake, E. D. Illon  
 6 Taylor, Fred " "  
 Mt. Vernon.  
 7 Whitlock, Odel J., 165 E. 3d Mt. Vernon  
 L. A. Wheelman.  
 8 Walter, Alfred, 358 7th av New York  
 S. I. Wheelmen.  
 9 Androvett, E. S., box 2 Tottenville  
 Unattached.  
 230 Cotte, Frank B. Baldwin  
 1 Bronson, Ward, Bayport Hotel Bayport  
 2 Rosenbarker, Allen Bigelow  
 3 Reape, Lawrence, 43 Exchange Binghamton  
 4 Rose, Robert, Craig, 3 Riverside drive " "  
 5 Cork, Chas. W., 547 Vanderbilt av Brooklyn  
 6 Eger, Henry, Jr., 130 Ridgewood av " "  
 7 Gannon, Thos. J., Jr., 637 Carlton av " "  
 8 Hutton, David B., 734 3d av " "  
 9 \*Hutton, M. Louise, 192 Schermerhorn " "  
 240 Hussner, Geo., 736 3d av " "  
 1 Hoppen, F., 223 53d " "  
 2 Holdsworth, Percy, 452 Rodney " "  
 3 Ketcham, Alva C., 359 Dean " "  
 4 \*Miller, Mrs. Ida L., 431 Hancock " "  
 5 Malleson, Thos. E., 645 Putnam av " "  
 6 Mertz, Louis, B'dway & Myrtle av " "  
 7 Nichols, Dr. Louis L., 340 Stuyvesant " "  
 8 Pendleton, W. A., 76 Broadway " "  
 9 Pepper, Wm. E., 598 Marcy av " "  
 250 Riordan, Thomas P., 450 Bedford av " "  
 1 Reuter, Chas. H., 72 Broadway " "  
 2 Roussel, Albert, 132 Grove " "  
 3 Smith, Albert, Postmaster Brooklyn  
 Navy Yard  
 4 Strasburg, Fred, 172 Ralph " "  
 5 Schmidt, Wm. J., 18 St. Marks av " "  
 6 Thode, John E., 77 Hewes " "  
 7 Van Gieson, R. E., M. D., 94 Kent " "  
 8 Wichman, John, Leonard st & Meserole " "  
 avenue  
 9 Weber, Chas. F., 258 58th " "  
 260 Worms, Conrad, 96th & 3d av " "  
 1 \*Baynes, Mrs. Jas. B., "The Lenox,"  
 140 North Buffalo  
 2 Lyman, Wm. S., 813 West av Canton  
 3 Hammond, J. Fred " "  
 4 Bennett, W. H., Cortlandt at Coney Island  
 5 Fairchild, Irving B., 20 N. Church Cortland  
 6 Young, Dr. P. S. East Springfield  
 7 Bowman, J. W., care Eclipse Cycle Co. Elmira  
 8 Gillespie, M. P., care Eclipse Cycle Co. " "  
 9 Ryan, W. E., care Eclipse Cycle Co. " "  
 270 Seabrooks, R. G., care Eclipse Cycle Co. " "  
 1 Weston, F. F., care Eclipse Cycle Co. " "  
 2 Silkworth, Arthur B., 123 Ash Flushing  
 3 Carpenter, A. B. Floral Park  
 4 Fensterer, Dr. G. A. " "  
 5 Remsen, George B. " "  
 6 Potter, M. S. Glens Falls  
 7 \*Wood, Edith, box 999 Greenville  
 8 Pratt, A. L. Hammondsport  
 9 Wilson, Wm. G. Inwood on Hudson  
 280 Gibb, Arthur N., 1 West av Ithaca  
 1 Mott, Wm. E., 1 West av " "  
 2 Weeks, Anson H. Kingsbridge  
 3 McHugh, Rev. I. B., 157 B'dway Kingston  
 4 Haight, Jacob S. Lincoln Park  
 5 Paynter, Elmer, Jackson & Skillman  
 avenues Long Island City  
 6 Foster, Jerome, 17 S. 7th av Mt. Vernon  
 7 Grolz, Charles, 33 Union Lane " "  
 8 Burns, W. H., 47 3d " "  
 9 Brodhead, Alfred H., 2061 Madison av New York  
 290 Badley, Chas., 18 Wall " "  
 1 Birkmann, Conrad, 128 E. 8th " "  
 2 Bristow, Wm. B., 20 Nassau " "  
 3 Beyer, Wm., 12 West End av " "  
 4 Brandt, W. J., 176 E. 88th " "  
 5 Congalton, Wm., 221 W. 44th " "  
 6 Connell, Jas. B., Pelham Bay (Barton  
 Station) " "  
 7 Coope, Geo. E., 362 Lenox av " "  
 8 Dowling, John W., 8 W. 44th " "  
 9 De Beche, A. H., 334 Washington " "  
 300 Dow, Alex., 255 W. 2d " "  
 1 Dietz, Chas. W., 1434 2d av " "

- 2 Daly, Sheridan P., 207 W. 95th " "  
 3 Edelmut, Leonard, 1056 4th av " "  
 4 Fontaine, Philip, 393 W. 56th " "  
 5 Gitskey, Wm. M., 182 W. 4th " "  
 6 Hopf, Wm. J., 437 W. 41st " "  
 7 Hopkins, E. L., 51 E. 44th " "  
 8 Hadley, Wilbur R., 907 Broadway " "  
 9 Jacobsen, John, 247 7th " "  
 310 Klupfel, C., 670 West End av " "  
 1 Lindsley, Harry W. H., "The New-  
 port," B'dway & 52d " "  
 2 McHugh, James, 1629 Lexington av " "  
 3 Many, W. C., 334 W. 45th " "  
 4 Mehlun, Otto F., 461 W. 40th " "  
 5 McDowell, Chas., 116 W. 13th " "  
 6 Nugent, E. J., Star Theatre " "  
 7 Norton, Fred H., 79 Hudson " "  
 8 O'Sullivan, Jeremiah M., 241 E. 21 " "  
 9 Pilkington, Jesse L., 2272 7th av " "  
 320 Blessner, Otto C., 78 Broad " "  
 1 Pelanne, Henry, box 927 " "  
 2 Riedemann, Adam, 537 Greenwich " "  
 3 Rabien, Aug., 524 Greenwich " "  
 4 Ries, Heinrich, Columbia University " "  
 5 Riel, Al., 349 W. 45th " "  
 6 Schring, E. W., 759 E. 169th " "  
 7 Schuyler, S. S., 72 Broadway " "  
 8 Scherck, Seymour M., 32 Thomas " "  
 9 Stackleth, P., 2 Bowling Green " "  
 330 Schwauhauser, F., 63 Barclay " "  
 1 Smith, Gen. Geo. Moore, 1132 Madison av " "  
 2 Shattuck, Howard M., 39 W. 4th " "  
 3 Shattuck, W. W., 133 W. 11th " "  
 4 Stenger, Roy, 38 Whitehall " "  
 5 Stross, L., 101 W. 72d " "  
 6 Schneider, Frank A., 118 W. 6th " "  
 7 Stearn, Sylvie S., 137 W. 104th " "  
 8 Shea, William A., 211 E. 46th " "  
 9 Tuxbury, H. C., 12 5th av " "  
 340 Vail, F. Percy, 34 4th av " "  
 1 Van Horn, Wm. H., 114 W. 22d " "  
 2 \*Whittlesey, Marion A., 231 W. 4th " "  
 3 Wundram, Fred, 164 W. 35th " "  
 4 Westcott, Wm., 391 West End av " "  
 5 Woodhouse, Robert C., 124 W. 33d " "  
 6 Waldheim, Adolph, 408 E. 34th " "  
 7 Witz, Frederick, 620 E. 14th " "  
 8 Elderfield, Chas. J., 251 2d Niagara Falls  
 9 Esleman, Henry B., 1322 Main " "  
 350 \*Hill, Miss Jessie G., 231 2d Troy  
 1 Noff, Henry D., 1113 Cleveland av " "  
 2 Hicks, Geo. A. Pittsford  
 3 Burgess, G. Ramapo  
 4 Hollister, F. C. R., 53 Jones Rochester  
 5 Joel, Phineas C., 27 E. Main " "  
 6 \*Logan, Mrs. M. B., 23 N. Fitzhugh " "  
 7 Sager, Frederick, 17 Elm " "  
 8 Ryan, Frank, box 547 Saugerties  
 9 \*Douglas, Edith M. Spuyten Duxvil  
 360 \*Baker, Stewart C., 116 S. Salina Syracuse  
 1 Jamell, James, Campbell Highway Troy  
 2 Monlot, A. E. Urbana  
 3 Moore, Samuel S., box 10 Wappinger's Falls  
 4 Pollard, Chas. W., 6 Lynde Watertown  
 5 Sweet, Almerin, 22 Paddock " "  
 6 De Rycke, Geo. A., 101 4th Watervliet  
 7 McLaren, J. R., Box 44 West Sandlake  
 8 \*Baker, Miss Mable, Withey

**Over 127,000, NORTH DAKOTA, 2-43.**

- Relay C. C.  
 369 Stimers, R. M., Box 112 Minot  
 Unattached.  
 370 Bristol, Clarence N. Coizgate

**Over 127,000, OHIO, 54-2844.**

- Cin. B. C.  
 371 Yelser, H. C., 731 N. Crescent Cincinnati  
 S. C. C.  
 2 Stark, C. W., 36 Broadway Salem  
 3 Farrington, N. C., 106 East 4th " "  
 Unattached.  
 4 Curtis, E. C. Amesville  
 5 Holington, W. P. " "  
 6 Arbogast, S. C., 751 Everett Cincinnati  
 7 \*Arbogast, Mrs. H. C., 751 Everett " "  
 8 Rendicks, Wm. P., 648 June " "  
 9 Keggins, Wm. T., 14 Davenport Cleveland  
 380 Ruff, John J., 106 Oregon " "  
 1 Brush, E. H., 422 Bolton av " "  
 2 Galpin, Stanley, 106 Miles av " "  
 3 Hoffman, C. J., 20 Merchant av " "  
 4 Horn, Oscar J., 1225 Slater av " "  
 5 Jordan, Frank, 322 Hickox bldg. " "  
 6 Kingsley, M. W., 725-5th av " "  
 7 Peck, Frank J., 318 City Hall " "  
 8 Roberts, Edward A., 186 Oakdale " "  
 9 Riddle, R. A., 122 Hodge av " "  
 390 Sharp, J. M. Jr., 145 Forest " "  
 1 Willard, C. E., 354 Superior " "  
 2 Derby, Earl C., W. A. Gill & Co. Columbus  
 3 Enck, Wm. B., Box 21 Custer  
 4 Benson, E. B., Box 21 Fayette  
 5 \*Keddie, Loman, Box 2 " "  
 6 Buss, John C. Hudson  
 7 Watt, Ellis Lima  
 8 Jones, Walter E. London  
 9 Smith, James A. " "  
 400 Watts, L. R. " "  
 1 Smith, E. Arnett. " "  
 2 Dwyer, J. C., 41 N. Mill Louisville  
 3 Thurin, Geo. A., 62 So. Chapel " "  
 4 Lounsbury, D. E. Loveland  
 5 Snyder, H. M. Macksburg  
 6 Blaney, E. A., Box 252 Madisonville  
 7 Burner, Louis E., 224 W. College Oberlin

8 Breves, Carl G., Y. M. C. A. "  
 9 Clark, H. N., 196 Monyan "  
 410 Cook, H. A., 65 So. Main "  
 1 Griffin, Allen E., 243 No. Main "  
 2 Rowe, Warner F., 35 E. College "  
 3 Severance, James R., 68 So. Professor "  
 4 Streater, V. C., 102 W. College "  
 5 Summers, Otto, 85 East B. Way Salem "  
 6 Clark, Florence C., 131 So. Plum "  
 7 Clark, Joseph J., 131 So. Plum "  
 8 Mitchell, Wm. M., 10 West Main "  
 9 Curtiss, W. O., Water Works Office Toledo "  
 420 Fasset, Ray, 459 East bldg "  
 1 Lantz, John J., Box 242 Station B "  
 2 Lantz, John, Jr., Box 325 Station B "  
 3 Carrier, August, 812 Jefferson "  
 4 Lichtie, Louis, 711 Superior "

## Over 127,000, PENNSYLVANIA, 129-23516

W. R. A. "  
 425 Donovon, Charles G., Box 25 Bristol "  
 1 Canonsburg C. C. "  
 6 Lewis, Isaac T., Box 280 Canonsburg "  
 7 Obringer, Toney, Box 385 Chambersburg "  
 8 Houser, Arthur G., West Market Chambersburg "  
 Latrobe Bl. Club. "  
 9 Griffith, Mrs. J. K., Latrobe "  
 Milton Wheelmen "  
 430 Clinger, Bruce Milton "  
 N. C. C. C. "  
 1 Martin, C. G., 4½ Pittsburg New Castle "  
 2 Reinholdt, R. O. P. P. O. 1314 Car. "  
 negle bldg Pittsburg, Pa. "  
 W. C. C. "  
 3 Kreamer, W. J., 2446 No. 31 Philadelphia Lyceum. "  
 4 Mullins, Thos. F. W., 2625 Colorado Falls W. "  
 5 Apperson, Jas. Lee, 402 W. Chelton av Germantown "  
 Broad St. Sta. W. "  
 6 Waidle, George W., 2nd st Colwyn "  
 7 Sheets, John E., 1807 Mt. Vernon Phila "  
 Penn Wheelmen "  
 8 Jennings, Edgar, 426 Chestnut Reading "  
 W. E. Wheelmen "  
 9 MacDonald, A. L. Olivers Mills "  
 410 Anderson, George B., 50 No. Main Wilkes Barre "  
 1 Behee, J. L., 122 No. Main "  
 2 Conner, Dehaven, 30 No. Welles "  
 3 Deltrick, George, 25 Terrace "  
 4 De Witt, R. G., 122 South River "  
 5 Evans, John D., 67 Hillside "  
 6 Hier, John Jr., 47 Wood "  
 7 Miller, William P., 162 So. Canal "  
 8 Roth, Harry, 69 No. Main "  
 Unattached. "  
 9 Diehl, Chas. A., 367 Lacock Allegheny "  
 450 Longabaugh, John R., 23 Penn av "  
 1 Powell, Rev. Lyman P. Ambler "  
 2 Hudson, Mary H. S., 833 Calif av Avalon "  
 3 Barrall, William H. Bath "  
 4 Price, J. Herbert, Normal School Bloomsburg "  
 5 Roys, J. E. "  
 6 Smethers, A. L., State Normal School "  
 7 Morrison, Miss Frances B. Cornplanter "  
 8 Marsh, W. Ed., 15 W. Washington Corry "  
 9 Paxson, J. L. Darby "  
 460 Wagner, Victor E. Economy "  
 1 Shepley, Mrs. E. A., 360 W. 5th Erie "  
 2 Spittal, Robert, Boston store Etna "  
 3 Cunningham, W. F., Box 162 "  
 4 Deer, Harry K. "  
 5 McBride, H. J. "  
 6 Stoll, H. A. "  
 7 Thomson, Richard "  
 8 Whitehill, H. L. "  
 9 McClosky, Warren H. Fallsington "  
 470 Rouillot, Mrs. Victor, 340 Hames Germantown "  
 1 Thompson, Mrs. Chas. M., 28 West View "  
 2 Stabler, J. H. Glen Rock "  
 3 Stabler, Mrs. J. H. "  
 4 Starr, W. D. "  
 5 Starr, Mrs. W. D. "  
 6 Eisenhart, H. P., 16 No. 3rd Harrisburg "  
 7 Jackson, S. B., Box 643 "

8 Schaeberle, Louis, Y. M. C. A. "  
 9 Snyder, Chas. Strong, M. D., 1008 N. 2d "  
 480 Coogan, F. J., Greenwood av Jenkintown "  
 1 Murdock, E. B., Main & Franklin Johnstown "  
 2 Wilhelm, W. Bright, 438 Main "  
 3 Campbell, George W., Box 12 Kane "  
 4 Newall, V. G. "  
 5 Masterson, Robert C., 3 N. Shippen Lancaster "

6 Rudy, W. S., 243 N. Queen "  
 7 Kohr, Enos W., Box 255 "  
 8 Young, Geo. A., 115 No. Queen "  
 9 Kistler, Dr. Clinton J. Lehighton "  
 490 Culbertson, F. W., 134 Market Lewiston "  
 1 Mayer, A. J., No. Park av Meadville "  
 2 Stillwell, C. V., No. Park av "  
 3 Havice, C. T., Box 53 Milroy "  
 4 Murdock, Don, 312 No. Front Milton "  
 5 Bettel, Prof. Chas. H., Nazareth Hall Nazareth "

6 Maus, Clayton "  
 7 McCandless, John, 111 County Line "  
 8 Bateman, Mrs. Oille, 2139 Warnock Phila "  
 9 Bowman, Geo. W., 1219 Market "  
 500 Bushong, Walter L., 1204 Green "  
 1 Cooke, Dudley T. M. D., 1536 South Broad "

2 Doris, Joseph J., 29 No. 50th "  
 3 Force, Moses L., 1302 Morris "  
 4 Gardner, Miss, E. A., 714 So. Broad "  
 5 Hughes, Robert H., Box 932 "  
 6 Little, Thomas, 2228 Locust "  
 7 Lawler, William Y., 2513 Hancock "  
 8 Myers, O. L., 2028 Green "  
 9 Muller, Ida A., 71st & Gray's av "  
 510 Rane, C. Sigmund, M. D., 121 No. 10th "  
 1 Rowand, James M., 461 N. 2d "  
 2 Reyburn, John E., 1822 Spring Garden "  
 3 Stephens, William, 723 Wallace "  
 4 Sandaver, Robert, 715 Arch "  
 5 Stovell, Morris L., 1312 Walnut "  
 6 Tetaz, August L., 3210 Norris "  
 7 Thwing, F., 1802 Howard "  
 8 Thwing, Mrs. F., 1802 Howard "  
 9 Walsh, John F., 232 S. 5th "  
 520 Walker, Geo. S., 1135 Savery "  
 1 Jones, Miss Mary S., Oak Lane, Lawn-ton av "

2 Cunningham, Edward W., 256 Main, Pittsburg "  
 3 Doescher, Harry, 122 Southern av "  
 4 McCartney, J. L., 125 Water "  
 5 Vandevort, N. A., 6812 Frankstown av "  
 6 Morrison, Frank, 300 No. George's Pottsville "

7 Weldman, R. C. "  
 8 Klees, P. Spang Reading "  
 9 Moser, Calvin D., 1524 Mineral Spring Road "  
 530 Hildebrand, A. E., Box 136 Red Lion "  
 1 Overdorff, Henry Sharpsburg "

2 Donley, John "  
 3 Evans, John M., Box 388 "  
 4 Greed, John P. "  
 5 Horton, Charles B., Y. M. C. A. "  
 6 Stanton, W. H. "  
 7 Williams, J. Frank Tidoute "  
 8 Cobell, W. L., Box 586 Wayne "

9 Campbell, Mrs. Ada S., Box 85 West Chester "  
 540 Hunt, W. T., 112 W. Union Weatherly "  
 1 Caseler, Joseph R. "  
 2 Lovatt, W. B. "  
 3 Rose, Geo. P., 50th & Pine West Phila "  
 4 Stretch, Marshall H., 18 South 4th "

5 Attwater, A. L., 605 Exeter West Pittston "  
 6 Lamon, Charles E., 771 East 4th Williamsport "  
 7 Fowler, William J. Wyoming "  
 8 Stroup, H. B. Yeagertown "

9 Crider, Horace W., 27 West Market York "  
 550 Hydeman, Marcus, 513 Madison av "  
 1 Kauffman, Joseph "  
 2 Strickhouser, Geo. W., 203 N. New-berry "

## Over 127,000, RHODE ISLAND, 10-1604

R. I. W. "  
 554 Bullard, Joseph A., 107 Eddy Providence "  
 5 Suesman, Asa B., 10 Woods bldg "  
 Unattached. "  
 6 Boardman, William H., 1661 Lonsdale av Lonsdale "  
 7 Oden Claus Pontiac "

8 Andrews, Geo. L., 40 Bridgman Providence "  
 9 Chatterton, Herbert L., 130 Doyle av "  
 560 Dolan, Francis J., 774 Eddy "  
 1 Hull, C. A., 33 Canal "  
 2 Norton, L. M., 282 Fountain "  
 3 Spaulding, Arthur R., 29 Weybosset "

## Over 127,000, SOUTHERN CALIFORNIA, 6-373.

Unattached. "  
 564 Baldrige, W. H. Escondido "  
 5 Blake, W. R. "  
 6 Upton, H. B. "  
 567 Watts, Mrs. L. W., 1260-2nd st San Diego "  
 8 Watts, Dr. L. W., Room 13-5th av E. "  
 9 Warren, Edward Winchester "

## Over 127,000, SOUTH DAKOTA, 2-40.

Unattached. "  
 570 Branch, W. S. Parker "  
 1 Close, B. S. "

## Over 127,000, VIRGINIA, 16-179.

Y. M. W. "  
 572 Kent, C. C. Jr., Y. M. C. A. Newport News "  
 Unattached. "  
 3 Stonebracker, J. E., 219 E. Main Richmond "  
 Unattached. "  
 4 French, R. W., 417 King Alexandria "  
 5 Hofheimer, Benjamin F., High Portsmouth "  
 6 Welton, Chas. R., 332 High "  
 7 Lewis, J. N., Box 48 Richmond "  
 8 Taylor, H. Richie, 631 East Main "  
 9 Murrell, Jno. D., 16½ S. First "  
 580 Heston, Newton, Hotel Roanoke Roanoke "  
 1 Hix, H. W., N. & W. Ry "  
 2 Mayhew, C. P., 411 Church S. W. "  
 3 Springer, H. N. P., 364 Campbell av "  
 4 Tomlinson, J. L., Hotel Roanoke "  
 5 Elton, S. R., Hotel Roanoke "  
 6 Macdowell, Mrs. Wm. G., 1124 Commerce "  
 7 Macdowell, Wm. G., 1124 Commerce "

## Over 127,000, WASHINGTON, 1-234.

Queen City G. R. C. "  
 588 Daulton, Theodore M., 1512-16th av Seattle "

## Over 127,000, WEST VIRGINIA, 2-142.

Unattached. "  
 589 Riddle, T. L. Eagle Mills "  
 590 Echols, Wm. F., Box 5 Hinton "

## Over 127,000, WISCONSIN, 23-2361.

B. C. C. "  
 591 Obenchain, John Brodhead "  
 Cherokee H. C. "  
 2 Ford, J. C., 505 Algona Oshkosh "  
 Sup. W. "  
 3 Pease, J. G. West Superior "  
 Unattached. "  
 4 Evens, Eddie Brodhead "  
 5 Fairman, E. W. "  
 6 Fluk, W. H. "  
 7 Owen, E. B. "  
 8 Obenchain, J. T. "  
 9 Stephenson, W. L. M. D. "  
 600 Sprague, Burk "  
 1 Schlichting, Carl Chilton "  
 2 Binte, F. K. Juneau "  
 3 Kelley, John "  
 4 Leslie, John D. "  
 5 Hartzheim, John D. "  
 6 Schoenwetter, E. A. "  
 7 Schulz, U. G. "  
 8 Adams, John Q., 118 Grand av Milwaukee "  
 9 Becker, Henry Minnesota Junction "  
 610 Finch, George C., 140 Main Oshkosh "  
 1 Carlson, C. A., 1509-15th st West Superior "  
 2 Solon, F. J., 716 Tower av "  
 3 Williams, W. A. "

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saved upp foar dollers and atey sence beetween us. Butt the other da ovr Pas bot us sum wheles at a ockshun sail. Tha payd nyne dollers and a half apeese for um. Me an Gus new how tu ride befoar sew we dident hev tew lern and we hed ovr munny tew by skowt things with. We went tew the Gunn stoar an bot us eech a trustie reevolur fer nynety



B VIN OUR WEEFUNS.

nynce sence eech an tew boy nives at a doler eech. Sew weeve gut atetytew sence leftt. Wee are goin tew leev the seems uv ovr chyled hud fer a nu lyfe on the prayerys uv the West same az Ralff the Roarur er the yung Injun Skalpur uv the Losst Rancht dun. We leeev termorrer nite. Bosston hez loked its larst onn ovr welnit manlie forms. Gusses naim iz goin tew be Garry Gus. Mine iz



COKEY GUS. - SHURE SHOT SANDY.

Shure Shot Sandy.

P. S. Weer goin onn ovr wheles.

## The Perversity of Fate.

Fate offers to mortals a draught of delight  
Then plucks from their lips the cup,  
So sleepless I toss and I tumble all night,  
With never a wink until morn blushes bright,  
When, heavy with slumber, my eyelids shut tight,  
But then it is time to get up,



Extract from a paper-bound novel.

"With burning brow, his breath coming in short pants, he stood rooted to the spot."

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