

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 22, 1898.

Number 16.



OLD NATIONAL ROAD IN OHIO, LEADING NORTH FROM WHEELING, W. VA.

Photo. by Chas. H. Wincher.

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, 99,213.

The Factor of Safety

is an important item to all bicycle riders. A wheel must be strong — built right — to be safe.

STERLING BICYCLES

"Built Like a Watch"

are the Samsons, the Sandows, the strong kind,—yet nimble and graceful as well as strong.

Sterling Prices for '98.

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

STERLING CYCLE WORKS,

274-276-278 Wabash Ave., Chicago.

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

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



The "Search-Light" is the standard. Other lamps are sometimes offered as being "just as good." Don't be deceived; insist upon the "Search-Light," and you will have a good lamp.

For Sale by All Dealers.
Send for Booklet No. 338.

BRIDGEPORT BRASS COMPANY

Bridgeport, Conn.

See that hump?

The scorcher, though he does not own
A tandem to his name,
Can on his single wheel, alone,
Ride "double" just the same.

MUST REPAIR THE BOULEVARD.

In his charge to the Grand Jury, Judge Lippincott spoke, as follows, of the Hudson county, N. J., boulevard, and the Board of Freeholders:

"In order to maintain it fit for public use, it is the duty of the Board to use the means which it has at hand to do it, and to that end it is bound to use the able-bodied pauper and prison labor at its command at Snake Hill in the almshouse and penitentiary. The argument that this will create a competition of prison labor with honest labor outside cannot avail in this instance.

"The Board of Chosen Freeholders, I understand, are without any means to employ other labor, if they desired to do it. I understand that they are not in funds to do it. I understand, too, the labor and materials are to be found at Snake Hill, and if I am not mistaken in this, then this Grand Jury should take such measures, by indictment or otherwise, as will compel this Board to repair this road, if it be out of repair, or answer the consequences to the courts at law.

"Indictments for maintaining a public nuisance or for misconduct in office would, perhaps, speedily remedy the inaction of the Board in these respects."

BROUGHT BACK TO EARTH.*

When a fellow is wheeling, delightfully stealing along on a beautiful road, near bushes and grasses



that bear, as he passes, a bountiful, blossoming load; each turning disclosing new beauties reposing in peace 'neath the soft Summer skies; his spirit upspringing, to cloud-land is winging, as onward his bicycle flies. But in his careering, forgetting his steering,

he sees not the stone in the path, and, quicker than winking, the train of his thinking is switched to a torrent of wrath. Alas! for the blunder,—his wheel slips from under,—he flies from his seat with a bound: the firmament spurning and earthward returning, his head makes a dent in the ground.

* Photo. by R. W. Vose, Boston, Mass.

HERE we have it in a nutshell: Maine — slain — Spain — Cain.

YOU RUN NO RISK

IN PURCHASING A

Safety Poise Cycle Seat

For if after 10
days' trial you
think you don't
want it,


PRICE,
\$5.00

You Get Your Money Back.

The "SAFETY POISE" is the invention of
a medical expert, and brings the
pressure where it belongs.

NEWELL MANUFACTURING CO.

41 and 42 Ames Building,

 Circulars and Booklet
Mailed Free...

BOSTON, MASS.



The favorite bicycle of the year. They are built
to give satisfaction, and they excel in strength,
beauty and speed. 261,000 *Crescent Bicycles* sold
in four years. A close examination of the '98
Crescent Models reveals their unequalled value.

CATALOGUE 98, CONTAINING "DICTIONARY
OF THE BICYCLE," FREE.

Western Wheel Works

CHICAGO.

NEW YORK.

Sure to Draw.

The actor smokes a cigarette,
And 'tis the proper caper,
For that's the only way he'll get
A good "puff" in the paper.

MAGNETS AND BEARINGS AGAIN.

Not long since we published the advice of a member to use a magnet for removing balls from, or replacing them in, bearings; then several members wrote that the effect on balls, bearings and running of the machine would be very bad, and now others, among them an "electrical expert," say that no harm would result, as no permanent effect would be produced. No. 155,112 explains the case, and says that the effect on the balls would be extremely small and that "the magnetic condition would be practically destroyed long before the first mile was ridden," for jarring and even friction soon destroys the systematic arrangement of the molecules to which modern theory ascribes the 'magnetic state.'"

IN AND AROUND SAVANNAH.

"Savannah has many miles of asphalted streets and several new ones are being constructed," writes No. 190,571. "Other streets are shell roads and, generally speaking, our city is a little paradise for bicyclists. . . A rider with sense for scenery and beauty desires far more than bare roads, and there is abundance in natural scenery for anybody's wishes.

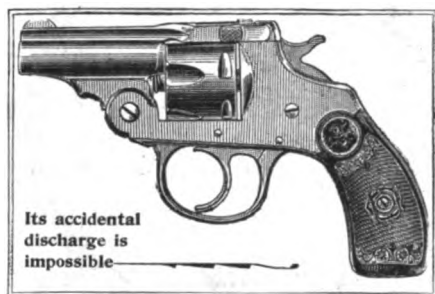
The White Bluff road leads you, under arches of old oak trees, which are made more picturesque by the long gray tresses of moss hanging down over your heads, to the Vernon river, where you find many a beautiful spot to rest, feasting your eyes on the blue waves of the river and the foliage of the old trees, a number of cottages surrounded by gardens abounding in flowers enhancing and enlivening the view."

There are also the well-constructed Montgomery Cross and Waters roads; the Thunderbolt road past the famous Bonaventure cemetery; the Augusta road to the Hermitage, "an old ante-bellum plantation, famous for its avenue, and being the only place in our vicinity where the old Southern Plantation is kept up in its former state, showing the huts for slaves as well as the old homestead of the master;" the Ogeechee road, which is shady and cool, and others equally delightful. A convenient map depicts it all clearly.

THEY AFFECT EVERYBODY.

By what right, asks a correspondent of a Western paper, does the public look to the farmers for the work of construction and repair on the public highways? . . . Not until the public come to realize that public highways are, indeed, public property in which all are interested, and see to it that provision be made for their maintenance at public expense, by those engaged for the purpose who will make this their every-day work, need we expect good roads.

WANT A REVOLVER?



A Low Price to Wheelmen

\$4.00

... PREPAID TO ANY ADDRESS ...

To still further introduce our cycle revolvers we will deliver free to any address in the United States one of our automatic five-shot cycle revolvers for four dollars. Every wheelman should have one of these handy little pocket weapons. Send for Catalogue.

Iver Johnson's Arms and Cycle Works,

Branches: New York,
 Boston, Worcester.

FITCHBURG, MASS.

Rambler Bicycles

will **always** be remembered because, no matter how much the price has been reduced, from year to year, the quality has improved each season.

Rambler

always will mean "the best there is in wheels."

**RAMBLER AGENTS FIND THESE FACTS
 MAKE SELLING RAMBLERS EASY.**

*A few more good agents
 wanted. Address Dept. G.*

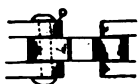
GORMULLY & JEFFERY MFG. CO.

... CHICAGO ...

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

IMPERFECT CHAINS.

The importance of securing great accuracy in the fit and running of a chain, and in protecting it from the wear and tear due to the accumulation of foreign particles on it, has been emphasized by the appearance of chainless wheels. The best chains are made



with great skill and care, and run superbly when properly cleaned and lubricated, but there are inferior chains made for the cheapest class of trade, and these cause trouble. The parts are soft and sometimes defective, as in the one shown in the picture, in which the links are not in line, as at D; one rivet is bent, at E, and the other is cracked at the head at F. Such chains may run smoothly for a short time but are liable to cause trouble at any moment.

An association of English ladies is being formed to promote the use of bifurcated garments through force of example. All its members agree to wear them on all occasions — walking, shopping, church-going, and even in washing and nursing the baby.

THE dyspeptic man's stomach is n't always in good trim when it's in "apple-pie order."

PRIDE is a good thing at times. A pneumatic tire is of no account unless it feels puffed up.

KEEP PEGGING AWAY.

NIXON WATERMAN.



Men seldom mount, at a single bound,
 To the ladder's very top;
 They have to climb it, round by round,
 With many a start and stop.
 And the winner is certain to be the man

Who labors day by day,
 For the world has learned that the surest plan
 Is to just keep pegging away.

You've read, of course, about the hare
 And the tortoise — the tale is old, —
 How they ran a race — we don't know where,
 And the tortoise won, we're told.

The hare was sure he had time to pause
 And to browse about and play,
 But the tortoise got there first because
 He just kept pegging away.

A little toil and a little rest,
 And a little more earned than spent,
 Is sure to bring to the snug home nest
 A spirit of calm content.
 And so, though the neighbors may put on style,
 Be patient and don't get gay;
 You'll have treasures to loan 'em after while
 If you just keep pegging away.

"At last I have something laid up for the future," said the new doctor as he discovered that the patient had slow consumption.

THE L. A. W. Bulletin

AND Good Roads

A WEEKLY JOURNAL

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

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,
BOSTON, MASS.

EXCLUSIVE ADVERTISING REPRESENTATIVES:

CEYLER & DAVIS.

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

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

SUBSCRIPTION PRICE:

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

Editor: **STERLING ELLIOTT.**

Associate Editors:

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

APRIL 22, 1898.

BICYCLE BEHAVIOR.

SOMEONE has seen fit to rise and remark that "in its varied and manifold movements the bicycle seems almost human."

"T is true: and pity 't is 't is true."

It is just possible that this statement regarding the humanlike attributes of the steed of steel was intended as a compliment. But it will not be so construed by many who have observed the cycle's peculiarities under rather unhappy conditions.

Now if a bicycle does not possess the power of reasoning how does it know so well the moment a timid rider is on its back? A veteran may ride it "hands off" over the roughest of ways and it will never swerve a finger's-breadth from the straight and narrow path of duty. Its disposition toward him is mild as a May day and as amiable as a candidate for office. Nothing can coax or intimidate it from the proper performance of its work. But let a novice mount it and note what a change comes o'er the spirit of its dream. It is no longer a respecter of persons or places. It shies at everything, dives into every mud-puddle, runs over old people, scares little children, climbs trees, and plays havoc generally. It won't do to say that such a bicycle doesn't know what it's about.

Sent to paid subscribers,.....	99,213
Filed in as many hotels,.....	1,006
Filed in Public Libraries and Reading Rooms,.....	1,166
To advertisers and exchanges,.....	2,615
Total number printed this week,.....	104,000

And the tire that in town will gayly glide over broken bottles, horse-shoe nails, tacks and other bric-a-brac, without ever flinching, will be punctured by a feather when it discovers it is twenty miles from a repair-shop and there is no mending-kit at hand.

Disposition is everything in a bicycle, just as it is in a horse or a human being. In selecting a bicycle great care should be exercised. Aside from being sound in wind and limb it should possess a kindly temperament. A baulky, bucking, runaway bicycle is a terrible thing to let loose in a well-behaved neighborhood. It is dangerous to life and limb to attempt to ride it. Give all such to the scorchers.

THE PERENNIAL FAVORITE.

The continued popularity of cycling is shown by the fact that notwithstanding the large number of new bicycles that are bought every year, not one of the old ones is permitted to lie idle.

There are no superannuated bicycles. They never become so antique and out-of-style but someone makes them do service of some sort. To paraphrase Longfellow's lines,—

No wheel can be so out-of-date,
No matter what its looks or weight,
But someone trots it out
And rides it all about.

It is safe to say that during the present bicycle season no ridable wheel will go unriden, unless it is locked up in an attic, or is a part of the unsold stock of a dealer. A bicycle is good for someone's use as long as it can stand up, and when it can no longer stand it can be made over and ridden again. And so it can say, after the manner of Tennyson's "Brook,"—

Thus on I hasten, to and fro,
Nor time my joints shall sever,
For men may come and men may go,
But I go on forever.

As the bars are bent the back's inclined.


A DISTINCTION.

"There is no vice so simple but assumes some marks of virtue on its outward parts."—SHAKESPEARE.

"Large circulations" are good, but exact figures are better.

IT GIVES A LIGHT THATS WHITE AND BRIGHT,
AND TWO CENTS IS THE COST PER NIGHT.

THROWS LIGHT 200 FEET



\$6.00 Bicycle Electric Lights, \$2.75

SEND FOR NEW CATALOGUE JUST OUT.
OHIO ELECTRIC WORKS, CLEVELAND, O.

GOLD DUST

is a pretty good thing to have, but not
to be conjured on a dark night with



THE Klondike LANTERN.

It lights up the dark corners.
Made from heavy brass, beautifully
nickelled. Positively will
not jolt or blow out. Buy from
your dealer or sent postpaid for..... **\$2.00**

Made by...
The E. P. BRECKENRIDGE CO., Dept. B, Toledo, O.

Our beautiful Imperial Spring Back Nickeled Lamp, postpaid, **\$1.50.**
Our popular Light Weight Spring Back Nickeled Lamp, " **1.00.**

Illustrated Catalogue Free.

Enough for Him.

"I want to be an angel," —
That wish I have tabooed;
I have not wished it since my wife
Made me some "angel's food."

THE LENGTHENED LEG.

The telescope and similar inventions enable man to see far beyond the range of his natural vision. The telegraph and telephone permit him to hear sounds uttered on the other side of the earth. In a practical commercial and social way the sense of hearing has been aided by inventions more than has any of the other senses. Of late, however, the cinemetagraph and other similar arrangements have been introduced for the reproduction of moving pictures, much to the delight of the eye. Their use may be so popularized and cheapened that it will find a place in the every-day affairs of commerce and society.

It would be difficult even to attempt to estimate the extent to which the invention of electric light has added to the world's usefulness and happiness. And the same may be said of the discovery or invention of photography, stereopticons, lantern-slides, etc., and the later methods of reproducing photographs on zinc or copper electrotype plates ready for the printer's use.

What the daguerreotype began doing in 1839 in the way of fixing pictures to be reproduced at will for the pleasure of the eye, so the phonograph is

It is a fact that your tires **do not slip nor throw mud.** I consider Bailey's "Won't Slip" Tires the most **valuable safety device** yet applied to the bicycle.

JOEL C. BOLAN,
46 Monument Sq., Charlestown, Mass.

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

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

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

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

PRICES TO DEALERS ON APPLICATION.

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

Boston Agents for Wolff-American and Thomas Bicycles.



The 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.

now doing with sounds that we wish to preserve for future reproduction.

In the natural area of its operation the sense of sight is the most extended of all. Amid unobstructed surroundings we can see much further than we can hear; but the operation of hearing is not dependent upon the presence of light. The eye of man can behold the far-distant stars, but his ear has never caught the faintest refrain from the music of the spheres. The inventor has given to man a farther-seeing eye and a farther-hearing ear. In this way the area of man's life has been extended and made fuller and better. But there have been other ways in which the area of being has been broadened and brightened. While inventions are being perfected to bring distant sounds and objects close to us, others are being devised to bring us closer to distant objects. The steamship, the railroad-train, the electric-car are all distance-reducers.

The effect of riding on an express train is the same as though one were to sit in a cushioned chair and have a part of the world as wide as the eye could reach and a thousand miles in length brought to him in a day.

And now comes the bicycle that is adding thousands of square miles to the sum total of the daily area viewed by the people of this land. The increased facilities thus afforded for observation, comparison, and thoughtful introspection cannot be measured. The bicycle is the telephone that brings to the ear the songs of bird and bee and brook, and

The Best Saddle cost YOU no more
than the trashy kind



Over Thirty Styles.

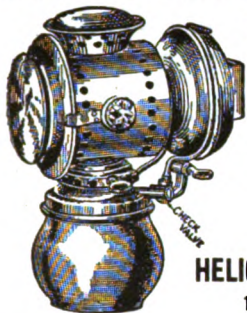
Send for Handsome Catalogue.

HUNT MFG. CO.

R. B. McMULLEN & CO.
Chicago and New York.

Westboro, Mass.

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.

REAL STEEL CLIPS



Booklet,
all about
saddles,
Free.

All riders can increase their
ankle power 100 per ct., and
make hill-climbing easy, by us-
ing correct toe clips. Sager clips
are shaped right; made of cruci-
ble spring steel, and tempered in
oil. Any clip which breaks or
loses its shape replaced with-
out charge. Sent postpaid.

Return this ad. (before May 15) with
35 cts. (regular price 50 cts.)

SAGER MFG. CO.
Rochester, 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. SCHWANHAUSSER, 63 Barclay St., N. Y., Agent for Greater N. Y.
NEW YORK EXPORT AND IMPORT CO., 56 Pine St., N. Y., Sole Exporters.
C. J. LEWIS, 59 Washington St., Providence, R. I., Agent for R. I.
J. H. DERRBYSHIRE, Richmond, Va., Agent for all Southern States.

it is the telescope that brings to view the thousand
hidden charms of distant field and forest. To the
long eye and the long ear has been added the long
leg that enables us to run about where we will and
when we will. It is the most pleasing and popular
of all inventions yet designed to widen the horizons
of our little workaday worlds and to bring hope and
health and happiness to head and hand and heart.

LIGHT WEIGHT AND NO RUST.

In addition to romanium, the light metal out of
which Dr. Roman builds his two-hundred-dollar
machines, the doctor has now perfected his wolfram
bronze, from which he is able to make all the con-
nections for a bicycle, and even the balls, so that no
steel need be used in a machine. This metal, it is
said, can be made to any degree of hardness, and
different alloys can be produced suited to the vary-
ing needs of spokes, nipples, sprockets, chains and
cranks and also cups, cones, axles and balls, the
latter possessing the qualities of the finest steel. A
machine constructed of these metals would not rust
even under the most unfavorable circumstances.

Quarter-inch chains have been considered very
narrow in England, though many three-sixteenths
have been used here for a couple of years. Roller
chains, however, are considered stronger when they
have short rivets, so the increasing popularity of this
style may tend to reduce the width of chains in gen-
eral use "across the pond."

The Root of Evil.


The wicked politicians fight
With dollars at their beck,
And when they wish to check the right
They simply write a check.

USE OF RENTED MACHINES.

A few months ago a member complained of dis-
honest practices on the part of repair-men, and now
No. 156,112 writes, saying that some parties who
rent wheels "do a thriving business at the expense
of a credulous and indifferent public, by renting
wheels practically unfit for use, and insisting on
payments for both rental and 'repairs' when the
wheels are returned," and he thinks that as "the
League has done so much for our rights of the roads
that its influence in this matter could do much to
abate the nuisance." Practices of this kind are dif-
ficult to locate and prove. True it is that many
machines used for rental purposes are sent out in
very poor shape for riding, but it is also a fact that
many persons who rent bicycles are beginners, and
others are careless, and the machines are often
given harder usage than the riders realize. If, how-
ever, any such practices as described can be estab-
lished, some method of punishing the guilty parties
can doubtless be found.

A German maker enamels his drop-frame machines
to match, or suitably contrast with, the colors of the
ladies' riding costumes.

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 NATIONAL SINGLE-TUBE TIRE
IS A WINNER.



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

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

THE NATIONAL TIRE CO.
 204 Dearborn Street, CHICAGO, ILL.

Strange.

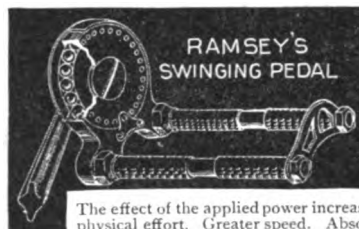
Though other men may have a great deal of worth, I'm firmly convinced I'm the best one on earth; The others have faults that to hide is no use, But I haven't one that's without an excuse. And, as this is certain, then what puzzles me is Why no one admits that I'm better than he is.

SIDE-PATHS *versus* GOOD ROADS.

Wheelmen continue to be divided on the advisability of constructing side-paths, many believing that all energy expended on them interferes with the promotion of work for better highways. This view was summed up by A. F. Jones, as reported by the *Albany Journal*, who says that he does not favor side-paths, and continues:

"Good roads should be the object sought after, and that end will not be accomplished while the side-path issue is being agitated. It is true enough that good roads cost much more per mile than a cinder track, but they have got to come anyway in time, and money spent in side-paths is only money wasted without the accomplishment of any lasting good. If the drivers of horses and the riders of wheels combine, each can be of use to the other in securing a road which will be of some practical value. That, I believe, is the only solution of the question. To do this it is necessary to impose a tax on all vehicles, a State tax of course, and the proceeds of this with an appropriation, should insure excellent roads in a short time with enough money coming in yearly to keep them in perfect repair. I cannot

A MARVEL IN BICYCLE DEVELOPMENT.



What is it?
 ...AN...

Under-Swinging Pedal

Patents pending throughout America and Europe.

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

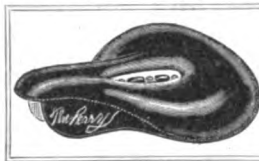
P. & F. CORBIN, New Britain, Ct.

RAMSEY SWINGING PEDAL CO.

DEPT. A,
 Sole Manufacturers in the U. S.

DEPT. A,
 48 N. Eleventh St., Phila., Pa.

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



The Perry
 BACKED BY A REPUTATION.

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

THE HARRIS TOY CO., Toledo, O.

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

see any reason why the convicts should not be put to work on the roads.

"The side-path business, I believe, is only of use as a last resort. It is necessary to have a revenue to sustain them; you can't take a compulsory contribution, and if it is voluntary half the riders over them will not pay a cent. At best they can be only narrow strips of cinders, often so narrow that two cannot pass, and they never give the satisfaction offered by good roads."


WHY THEY ARE SLOW PAY.

With the exception of the name, the following is a copy of many letters received from their salesmen by a large company, writes a representative of the concern:

"John Smith will send you \$75 or \$100 next week, and wants you to send him two notes to sign, 30 and 60 days, for the balance. He has the same story to tell as all the rest. Farmers can't move a thing, consequently can't make collections. It is a fact this country is positively *mud bound*."


The successful ticket at the recent election in Harrison township, N. J., contained an appropriation of \$2,000 for roads and an item, "\$7.50 to be paid for each wagon changed to 4-inch tread. Amount limited to \$500 of road appropriation."

A MAN is judged by the bicycle he keeps.



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.



RUNS THIS WAY

Further information on application.

MORSE CHAIN CO., Trumansburg, N. Y.

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.

EFFICIENCY OF BICYCLES.

I. Introductory.
PROF. R. C. CARPENTER,
Cornell University.

The term efficiency is used as referring to that proportion of the total power applied at the pedals which is useful in propulsion; thus, for instance, if the bicycle under certain conditions has an efficiency of ninety per cent., it is to be understood that ninety per cent. of the power applied to the pedals is useful in propulsion, and the remaining ten per cent. is required to overcome the friction of the various parts of the machine. It will also be understood that a bicycle with one hundred per cent. efficiency is one that can be operated without loss of power in friction.

In connection with the measurement of power, the term foot-pound is used, its signification being the work done in moving a weight of one pound through a height of one foot. The term horse-power, which is much used in measurement of rate of work, signifies the application of 33,000 foot-pounds per minute. There is no conventional value adopted as the unit of man-power, but numerous experiments have been made to determine the amount of work performed by an ordinary man. These experiments generally agree fairly well in showing that the total work of a man per day is about 2,000,000 foot-pounds, and this amount will not be materially changed whether he work for five or ten hours.

Measurements of the work performed by bicycle

TIRES FREE

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

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HALF YOUR CYCLING TIME IS DARK

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

THE
20th CENTURY
CYCLOMETER
IS A
GOOD ONE.

riders show an extreme amount which can only be applied for a few seconds at a time, from fifteen to twenty thousand foot-pounds per minute, or from one-half to five-eighths of a horse-power. Ordinary, easy riding is performed with an exertion of from one thousand to fifteen hundred foot-pounds per minute, corresponding to one-thirtieth of a horse-power; hard, continuous riding with an exertion of about forty-five hundred foot-pounds, or one-eighth of a horse-power; and very heavy riding for a short interval of time with from ten to eleven thousand foot-pounds per minute, or one-third of a horse-power. The principal portion of all riding done is accomplished with an exertion of less than five thousand foot-pounds per minute, and the bicycle owes its principal popularity to the fact that little exertion is required on the part of the rider to cover considerable distances.

It is estimated that a man weighing one hundred and forty pounds, walking at the rate of three and one-half miles per hour, performs work at the rate of 3,976 foot-pounds per minute; experiments show that a rider on a bicycle will move over a level road at the rate of five miles per hour with an expenditure of 840 foot-pounds of work per minute; or, in other words, he can move over the same distance at about fifty per cent. greater speed, with an expenditure of about one-fifth the energy. Indeed, on the bicycle, even taking into consideration wind resistance, the total effort to propel a wheel at the rate of ten miles an hour should not exceed 1,336 foot-

MERIT will count
IN THE LONG RUN.

More points of Merit are found in the '98

"Imperial"
—the go-lightly kind

than ever before. The highest possible standard is
always maintained.

Prices, **\$50 and \$40**

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The Best Lamp in the World
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"THE BRIGHTEST LIGHT THAT EVER CAME OVER THE PIKE."

THEY ARE THE

LAMPS TO BURN

ACETYLENE GAS.

CANNOT Jar or Blow OUT. NO Dirt, Smoke, Danger, Grease.

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

THE BADGER BRASS MFG. CO.
Kenosha, Wis.

pounds, or about one-third of that required in walking on a level at a speed of 3.5 miles per hour. These comparisons apply only to level and smooth roads; the advantages of the bicycle become less and less marked as the grades of a road increase, or the surface becomes rough.

The power which is applied to propel the bicycle is obtained by intermittent pressure applied at the pedals; and, in connection with this, it is interesting to remark that considerable pressure is applied by the feet in the direction of motion of the wheel, by a movement of the ankle; and, furthermore, that at no time is the pressure entirely removed from the pedal.

The dynamometers used in the various bicycle tests have been of two classes, one of which is applied directly to the pedals and measures the power supplied to the wheel, and another which is connected between each pedal and the crank. The results with the road dynamometer show the actual power applied under different conditions, but do not give an opportunity of determining the efficiency of the machine or the friction of its various parts.

The laboratory dynamometer is usually arranged in such a manner that both the power supplied the wheel and that delivered can be measured, the difference being that which is required to overcome friction. For this test the front wheel is generally blocked and power is applied to drive the crank, usually at a uniform rate, and after having been measured. The back wheel rests on a track wheel,



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.

1898 M. & W. LAMPS, \$1.59

20th Century Lamp, \$1.84 Watch and Holder, .98
Banner Lamp, .59 Combination Locks, .24
10,000 m. cyclometers, .79 Trouser Guards, pair, .2
L.A.W.L'ge. Carriers, .32 Wrenches, .15
New Departure Bell, .24 Christy Saddle, 2.50
M. & W. Bells, .24 Brown Style Saddles, .95
Prepaid in the U. S. to introduce our new Cut
Rate Bicycle Sundry catalogue. Mailed Free.

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SOME DAY

You'll want a brake, and badly, too. Why not get it now?

THE DAVIS ROLLER BRAKE

is surest, safest, and will not injure the tire.
Foot Brake \$2.00; Hand Brake, \$3.50.
Send for booklet, "In so many words."

DAVIS MFG. CO., Indianapolis, Indiana.



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.

which is also connected with the dynamometer; the power transmitted to the track wheel, corrected for friction, deducted from the power required to drive the bicycle, gives the total friction; by removing the tire and applying a dynamometer directly to the back wheel, when suitably supported, the friction of the driving mechanism separate from that of the tire can be obtained. The friction of the ball bearings generally needs to be determined by a separate device.

It will be noted from the above description that the laboratory tests provide means of determining the friction of the various portions of the bicycle when moving with various loads and at any required velocity in still air, or at least in air which has only motion acquired by contact with the wheel. The laboratory tests, however, are of principal value for the sake of comparison, since it is only in a laboratory that conditions can be kept perfectly under control.

Talking Fight.

When, long ago, a man desired to be a pugilist
He trained with care his massive arm, made hard his mighty fist;

But in the art the changing years have wrought a revolution,
And would-be bruisers train the voice and study elocution.

An Englishman was recently blown from his bicycle by a sudden gust of wind and instantly killed.

LET the bicycle repairer be your only doctor.

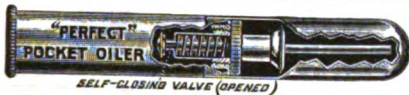
What has always been the objective point in cycle construction? To secure comfort, resiliency and strength. Have you ever traced the cause of the advance from solid tires to cushion, from cushion to pneumatics, spring posts, hygienic frames, etc.? We have a little booklet that tells the why of comfort and resiliency, in a bicycle, and will send it free to persons interested. There is money in it for those who investigate. M. D. STEBBINS MFG. CO., Springfield, Mass.



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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.

AUTOMATIC

BICYCLE BALANCE prevents wheel from wobbling, and insures safety. Nickel Plated, \$1.00; Gold Plated, \$5.00.

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Manufacturers of "Barto" Coupler,

EXTRA Handle-Bar Grips, Chain Lightning Lubricant.

Send for catalogue.

IN MOTHER'S ROOM.

JOE LINCOLN.

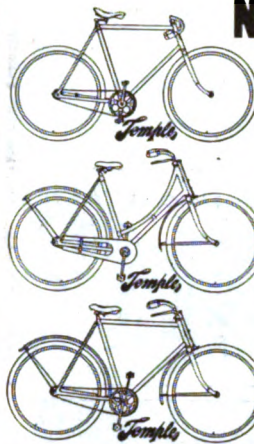
IN Mother's room still stands the chair
Beside the sunny window, where
The flowers she loved now lightly stir
In April's breeze, as though they were
Forlorn without her loving care.

Her books, her work-box, all are there,
And still the snowy curtains bear
The soft, sweet scent of lavender
In Mother's room.

Oh, spot so cool and fresh and fair,
Where dwelt a soul so pure and rare,
On me your fragrant peace confer,
Make my life sweet with thoughts of her,
As lavender makes sweet the air
In Mother's room.

ANKLE ACTION, THE ART OF PEDALING.

The degree of control and the ease of propulsion which a rider has with his machine depend principally upon the manner in which he applies his power and does his pedaling. The points at which the rider transmits power to his machine are the pedals, which thus form connecting links between the rider and his mount. With beginners and careless riders, the connection is neither firm nor certain. Most of the rider's weight is carried on the saddle, little on the pedals, and any sudden jar or vibration is liable to throw the feet from the pedals, lessen or destroy the rider's control of the machine, and often cause an accident.

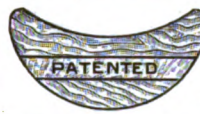


No Time to Monkey!

If you haven't bought your CHEAP WHEELS you had better get in line.

We can sell better wheels for less money than any factory who advertise in the L. A. W. BULLETIN, and we mean to do it. "Will you longer despair and make times harder for yourself?" Others are busy making money, why not you? We sell wheels for \$21.60 as good as other people get \$35.00 for. We sell wheels for \$34.37 better than other people get more money for. We are in line with the pushers after business. We are helping them and they are helping us. Why pay \$5.00 to \$6.00 for single tube tires when we can sell you a first-class article for \$3.20, with corrugated tread? Why pay \$2.25 for Brown saddles when we will sell you as good for \$1.00, and second quality for 68 cents? We mean business; if you do we can get together.

RALPH TEMPLE CYCLE CO.
204 35th Street, Chicago.



Fairbanks-Boston Laminated are the highest grade WOOD RIMS

for bicycles. Be sure you have them on your 1898 high grade bicycle. Send us your address and receive a sample section for examination.

FAIRBANKS-BOSTON RIM CO., BEDFORD, MASS., & BRADFORD, PA.

TWO GOOD THINGS.

NICKEL LACQUER, for new, bright nickel. It keeps it bright. ALUMINUM LACQUER, for rusty or tarnished nickel and bicycle spokes. Send postal for circular and coin holder. One bottle of either by mail on receipt of price, 25 cents. Both, 45 cents.

THE COLOPHITE COMPANY, 106 Park Street, New Haven, Conn.

A rider's feet could be strapped, or otherwise fastened, to the pedals, and thus obtain a sure connection, but such proceeding would be dangerous and likely to result in accident and injury, just as similar fastening would with an equestrian if he were thrown. It is consequently necessary to find what method of applying force to the pedals will ensure the firmest foothold and admit of the best application of power. It is important to be able to get the most tenacious hold possible, and yet to be able to release the foot instantly, and to apply the maximum amount of power with the minimum expenditure of energy.

In learning to steer a bicycle the novice always endeavors to turn the wrong way to escape from expected falls. In pedaling, he adopts wrong methods, and instinctively depends upon straight downward thrusts. A study of correct principles, and assiduous practice of them, is the only way by which proper and effective action can be obtained.

On attempting to propel a machine, the beginner's idea is to press the feet downward alternately, and as this gives motion, a simple vertical action becomes a fixed habit with most riders. But such action wastes energy needlessly, and affords a poor and uncertain connection between feet and pedals. It is important to apply power more economically and grip the pedals more firmly and constantly in order to obtain the best results.

Every one realizes that in moving a heavy object he applies his power straight against it, as nearly at

You will know what a high grade bicycle looks like when you see the Andrae for 1898. You will know how a high grade bicycle runs if you get one. They never disappoint. Write for Catalogue.

ANDRAE—MILWAUKEE.

U.S. POINTS:

Trip Feature.
 Choice of antique copper, and polished nickel finishes.
 All sizes, 20 to 60 inch wheels.
 Easiest to read (largest figures).
 Liberal guarantee.

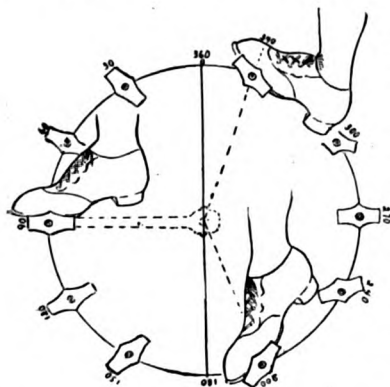
U. S. MFG. CO.
 Fond du Lac, Wis.

Send for folder. Price, \$1.25



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

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.



pressure is applied exactly at top and bottom of the circle no motion is imparted to the pedals, and they

rest on a "dead centre"; but if momentum carries the cranks beyond this point, downward pressure begins to have a slight effect, which increases until the horizontal position is reached, and then rapidly decreases again. Effective power is thus applied through much less than half of each down stroke, and ceases entirely at the top and bottom points. Such application of power becomes a series of pushes or thrusts on the descending pedal; is irregular and spasmodic, and does not form a firm, reliable connection between the rider and his machine.

Correct pedaling, on the other hand, endeavors to secure steady and uniform application of power through the largest possible portion of the circumference, and to make the connection between foot and pedal so sure and constant that the wheel will feel to the rider like a part of himself. The way to attain these objects is by such constant movement of the ankle as will enable the foot to assume and maintain a position at right angles, or very nearly so, to the pedal throughout one-half, or more, of each revolution.



L. A. W. VALVE

No Spring to Pump Against.

Plunger acts positively, independent of cap, thus making a double seal. **15 cts.**



BONSILATE BOX CO., Hartford, Conn.

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.

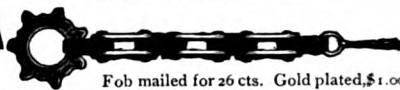
THE VEEDER MFG. CO., Hartford, Conn.

Dust Proof. Water Proof.



INDIANA Chain Co.

Indianapolis, Ind.,
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Fob mailed for 26 cts. Gold plated, \$1.00

Makers of the well-known **INDIANA CHAINS....IN ALL STYLES**
 Special prices to members.

Price reduced.
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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.

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rest on a "dead centre"; but if momentum carries the cranks beyond this point, downward pressure begins to have a slight effect, which increases until the horizontal position is reached, and then rapidly decreases again. Effective power is thus applied through much less than half of each down stroke, and ceases entirely at the top and bottom points. Such application of power becomes a series of pushes or thrusts on the descending pedal; is irregular and spasmodic, and does not form a firm, reliable connection between the rider and his machine.

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In ordinary riding the muscles of the ankle are not greatly extended or contracted and, consequently, are likely to feel a little sore when ankle action is first attempted, but this quickly wears off and it becomes possible to raise and depress the toe for some inches, and to do so for long periods without discomfort.

Careful experiments made with measuring and recording instruments attached to the pedals, show

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JOHN P. LOVELL ARMS CO.

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and receive a Catalogue of Famous Diamonds
of the World, including the Renowned

LOVELL "DIAMOND" BICYCLES.

Embossed Silver-Mounted Handles

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



By mail, 25 cents per pair.

BONSILATE BOX CO., Hartford, Conn.

The Adjustable Electric Bicycle Lamp

The
light
that
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fails.



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

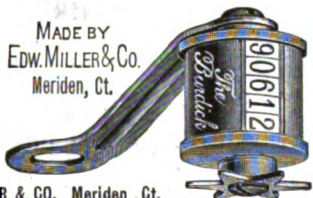
Dry battery. Guaranteed in every
way. Agents wanted. Send for illus-
trated catalogue. Also lamps for gas-
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ACME CO., 10 S. 5th Street, Philadelphia, Pa.

\$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.

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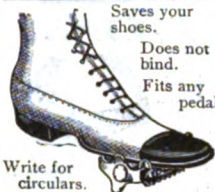
COLUMBIA BICYCLES STANDARD OF THE WORLD. UNEQUALED, UNAPPROACHED. POPE MFG CO. HARTFORD, CONN.



TRENTON CYCLOMETERS

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

TRENTON WATCH CO., Trenton, N. J.



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

HOWARD ADJUSTABLE TOE-CLAMP FOR CYCLISTS.



For Ladies or Business Men.
See your dealer or send 35 cts.
for sample.

Write for
circulars.

The L. C. Howard Co., Grand Rapids, Mich.

Little Wonder Bicycle Bell

The simplest, the neatest. No rattling. No accumu-
lation 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.

that by dropping the heel as far as possible at the
beginning of the stroke some power may be applied
to the pedal in a forward direction when it is twenty
degrees back of the vertical, as shown by the upper
foot in the diagram; and, that by raising the heel
and dropping the toe at the bottom of the stroke,
some effective pressure can be continued on the
pedal until it has passed is twenty degrees behinds
the vertical, as shown by the lower foot in the dia-
gram.

The heel at first is depressed as much as possible
and pressure is exerted in a forward direction. The
heel remains far down until the pedal is about thirty
degrees forward of the vertical, as shown by the
pedal in the cut. As the pedal advances the power
acts more nearly at right angles and becomes more
effective. On passing the thirty degree point, the
heel is gradually raised, until at ninety degrees, the
foot is horizontal. The toe is then gradually de-
pressed more and more, and is able to exert some
pressure until a point twenty degrees behind the
vertical is reached. Then, the heel is gradually
dropped again, as shown by the pedals in the dia-
gram, and is ready to repeat the operation.

In ordinary pedaling very few riders exert any
pressure at all until the pedal is forward of the cen-
tral, vertical line, and is beginning to descend; then,
such power as is exerted is applied in a straight,
downward direction, with the heel practically level
with the toe, so that little effective force is exerted.
Passing below the horizontal the foot continues level,

and the application of power ceases before the bot-
tom of the stroke is reached. In this way power is
applied through only 150 or 160 degrees out of the
180 which constitute the half circle of the down
stroke, and a good deal of this power is wasted be-
cause it is not applied anywhere near at right angles
to the pedal.

If, however, the constant action of the ankle keeps
the heel regularly rising and falling, effective pres-
sure can be applied to the pedal through over half
the circle, even to 220 degrees out of the full 360.
The angles of the pedals in the picture show about
what the position of the foot is at various points
in the circle when the ankles are doing efficient
work.

Practice will enable any one to improve his action
immensely. No one ought to be satisfied until he
can exert some effective power through practically
the full down stroke, or half the circle, and all that
he may acquire above that will be very greatly to
his advantage in still further increasing the effective-
ness of his work and in economy of power. With
the raised foot always pushing forward, and the
lowered one always clawing backwards, no such
thing as a "dead centre" can possibly exist. Power
is applied evenly and effectively. The steady push
and pulling motions grip the pedals firmly. More
complete control, greater ease of propulsion, in-
creased comfort and safety, economy of power, good
form, graceful appearance and improved speed are
all attained.

THE... "RUSCH" SADDLE



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

THE "RUSCH" BICYCLE SADDLE CO.

91 and 93 Thompson Street, New York City.

Money refunded if not satisfactory.



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

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

DIEBOLD BICYCLE LOCK CO.,
Canton, Ohio.

No. 3 TOE CLIP...

Patented Sept. 14, 1897.



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

THE BUESCHER MFG. CO.,
Fine Brass Workers, Elkhart, Ind.



"SNAPON" TOE-CLIP.

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

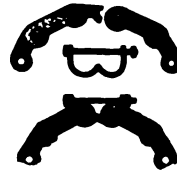
HIGGINS MFG. CO., . . . 5 PARK SQUARE, BOSTON.

AN AIR-CYCLE.

A recent novelty is an air-driven cycle. The pedals operate an air-pump, from which the compressed air "is conducted to a specially-constructed rotary engine, arranged round the centre of the rear wheel. To each side of the frame, near the saddle, is pivoted the upper end of an air-pump, a flexible tube from which leads to the motor, while the lower end of the piston-rod, at its junction with the pedal, is joined to a swinging arm, which vibrates about a rear coupling pivoted to the frame, the pump cylinders also swinging upon their pivotal connections with the frames at their upper ends."

FREE TO PENNSYLVANIA MEMBERS.

Members of the Pennsylvania Division should note that each one is to receive the volume of the new road-book which covers the section in which he lives, free of charge, and has the privilege of purchasing the other volume, covering the balance of the State, at the special price of twenty-five cents. Each book covers considerably over half the State, overlapping somewhat in the central portion. It gives, say the compilers, "every road and town in the State, with the least possible number of maps, and indicates with a very simple system, the conditions and grades of all the roads that have been reported to us. This book will enable any one to ride from any part of the State to any other, and always have before him the condition of all the roads



Patented Oct. 26, 1897

Do not walk home.

If your chain breaks you can repair it in a minute without tools by using "THE AUXILIARY LINK." Carry one in your pocket—it is worth dollars when the break comes. If your dealer does not sell them, sample will be mailed, postpaid, on receipt of 20 cents by the sole licensees and makers,

CROSBY & MAYER CO.,
BUFFALO, N. Y.

..A '98.. PROPOSITION

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

MANSON CYCLE CO.

153-155 W. Jackson Street, Chicago.

BICYCLE SADDLE EXCHANGE, 26 WEST BROADWAY, NEW YORK.

All Makes Sold on 10 Days' Trial.

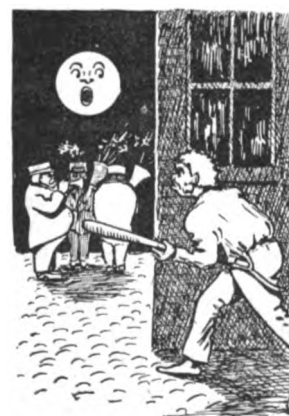
Largest saddle assortment in U. S. Write for list. Unsatisfactory saddles in good condition taken in exchange.

\$5 1898 BICYCLE \$5 to any one who will dis-tribute a few of our BIG 3-POUND 1134-PAGE 1898 CATA-LOGUES. We Sell Outright new high-grade LOGUES. '98 GUARANTEED BICYCLES at \$12.95, \$19.75 and \$22.50. YOU DON'T PAY FOR BICYCLE until after you get it. Write To-day for SPECIAL \$5.00 OFFER and Handsome Bicycle Catalogue. Address, SEARS, ROEBUCK & CO. (Inc.) CHICAGO, ILL.



that have been reported. With the large network of roads that are now ridden over, we concluded that it would be useless to try and give a route system, as with it we could possibly cover but a small fraction of what we now show, and it would also be more troublesome to those who do not wish to follow the route exactly as laid down."

"OLD Mr. Gayboy says he dotes on me." "Yes; I've heard he was in his dote-age."



CYCLE TERM: "GOING TO BEAT THE BAND."

To the scorcher "this world is all a fleeting show."

His Revenge.

As Jonah in the whale, (no doubt, His spirit quite refractory.) Observed the whalebone all about, He said, "Just wait till I get out And I'll start a corset-factory."

It must be that cycle-scorching feels better that it looks.

CAN conferring with one's tailor be called clothes-communion?



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

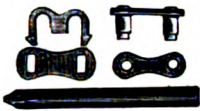
Adjusts to every position of rider. Spring takes up all vibration. Send for handsomely illustrated catalogue.

The Lovekin

SADDLE CO., (Inc.)

Price, \$3.00.

631 Walnut Street, Philadelphia, Pa.



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.

ROAD MAPS

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

BACKACHE

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

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

RAILROAD... HOUSE... CLUB...

L. A. W. Bicycle Holders and Hangers

In use by Boston & Albany R. R.; Boston & Maine R. R.; N. Y., Ontario & Western R. R.; Illinois Central R. R.; Boston & Metropolitan Park Comm'n's R.R.

20-Page Descriptive Booklet Free.

F. W. WHITCHER & CO., 4 High St., Boston, Mass.

Good Roads Needed.

A maiden sweet, a muddy street,
A wind that o'er it shoots;
A furtive glance, unlucky chance,
She had on rubber boots.

THE LADIES, GOD BLESS 'EM!

The New York Firemen's Cycle Club, in taking so decided a stand in the discussion over prohibiting ladies from going on century runs, have done so mainly from the record of their Fall Century Run of last year, in which over one hundred ladies entered, and all but two finished. This is only a sample; all the ladies finished with the pace-makers, while some of the men were an hour or so late. No wonder some men hail with joy the announcement that ladies will be barred. Give the ladies a chance. Suppose next winter they tell us dancing is bad for our health? What can we say? Retribution! So the firemen will have the ladies along, let other clubs do as they may, and from present indications the chairman of the century committee reports that "no one will be home to cook dinner on May 8th." Over one hundred applications have been received from ladies alone.

JOHN F. McAREE.

President N. Y. F. C. C.

"Pay what I demand or I shall bombard the town," said the commander of the hostile fleet to the citizens; "In other words, 'shell out' or be shelled out."

WORN OUT TIRES

The Rubber Spool Spins.



are often caused by the grit that is ground into them by the ordinary brake.

FAULTLESS ROLLER BRAKES

have a rubber spool which, coming in contact with the tire, whirls off all dirt, and, being rubber, cannot hurt the tire surface. Instantly applied.

WON'T HURT THE TIRE

EASILY
ADJUSTED.

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

If your dealer hasn't them, drop us a line.

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

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.



GOOD-BYE TO THE BICYCLE AGENT. Napoleon and Josephine Bicycles

elegant, up-to-date 1898 models. None better. Sold by manufacturer direct to rider at wholesale prices. Do not pay agent's profit. Sent on approval. For catalogue, write **JENKINS CYCLE CO.,** 18 Custom House Place, Chicago.

A GRINDING, SNAPPING CHAIN

may mar the pleasure of an otherwise delightful trip a wheel. You may think it impossible for a bicycle chain to **always** run smoothly. If so, you have **not** used **ALLERTON TICA CHAIN LUBRICANT.** All dealers. Sample by mail for 2c. stamp. 164 Franklin street, New York.

TOLL ROADS ARE GOING.

The abolition of toll roads has been decreed in New Jersey, says the *Philadelphia Press*. The New Jersey law provides for the compensation of the turnpike company to the full value of its franchise. . . . Toll-gates and toll-bridges are the makeshifts of a primitive era which has been outgrown. New Jersey, which leads in the Good Roads movement, naturally leads in the abrogation of toll-gates. The turnpikes in that State are being gradually converted into free roads. In a very few years, under the operation of the law, there will not be a toll road in New Jersey. Pennsylvania needs such a statute. Toll-gates here are a crying nuisance. Some of them are tolerated even within the city limits, while in all the suburban districts they are annoyingly frequent. The highways should be free, free from mud, free from dust, free from toll-gates. The Good Roads movement aims to abolish all these nuisances. Its progress, however, in Pennsylvania has not thus far been very great.

It is reported that sections of nearly new macadam in some localities on Long Island have worn into ruts and broken up during the winter, and the trouble is ascribed to lack of sufficient drainage and over-hasty construction of the roads.

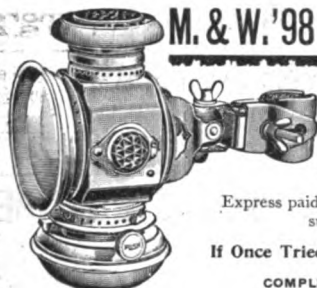
No, Claude, the Flying Squadron will not attack "air castles;" merely "castles in Spain,"—that's all.

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.



LIGHT BUSINESS.

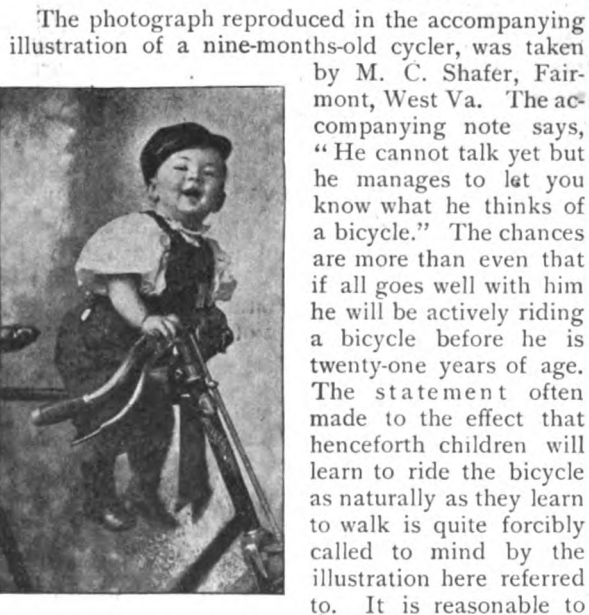
The light that 's put under a bushel
Will shine just as bright as it did,
And 'twill 'burn up the same cost in fuel
As it would if it had n't been hid.

Many of the fixed expenses are just as large when the volume of business is small.

It is judicious advertising that brings grist to the hopper, and makes the steam to grind it.

The L. A. W. BULLETIN poses as a happy (advertising) medium.

A YOUTHFUL ENTHUSIAST.



The photograph reproduced in the accompanying illustration of a nine-months-old cyclist, was taken by M. C. Shafer, Fairmont, West Va. The accompanying note says, "He cannot talk yet but he manages to let you know what he thinks of a bicycle." The chances are more than even that if all goes well with him he will be actively riding a bicycle before he is twenty-one years of age. The statement often made to the effect that henceforth children will learn to ride the bicycle as naturally as they learn to walk is quite forcibly called to mind by the illustration here referred to. It is reasonable to

suppose that nearly every family will own a bicycle, and it will be a dull boy or girl who will grow up without learning to ride it.

Tit For Tat.

The ice-man hath a grin displayed,
For soon it will be Summer,
And he'll be "taking out in trade"
The bill he owes the plumber.

DID YOU SEND IT?

"The singer dies but the song lives on." The name of the photographer may become lost or mis-



laid, but the picture remains happily in evidence. That's the way it is with the very pretty little illustration that is printed herewith. It was made from a photograph taken by someone, somewhere, sometime. We should like to give credit, but we cannot until we receive more light. It's a nice picture, anyhow.

Pennsylvania wheelmen are looking forward to a big time on Friday, June 10th, which has been designated as "bicycle day" at Reading's sesqui-centennial jubilee week.

Most bottlers do a corking business.

Special to L. A. W. Members!

Anticipating the proposed action of the League of American Wheelmen in asking for discounts on bicycles for L. A. W. members, we have, in advance, made a special price on our 1898 Spalding Bicycle, not only to League members, but to all riders.

Why pay more

When you can buy the best chain bicycle built, at

\$**50**

The 1898 Spalding is unquestionably superior in workmanship, durability and easy-running qualities to any other wheel made, with the exception of the Spalding Chainless and Spalding Racer, they being practically made-to-order wheels. One quality only made in the Spalding factory—that is, Highest Quality.

Should there be no Spalding agent in your vicinity, we will send the Spalding by express, prepaid, on receipt of price and specifications.

A. G. SPALDING & BROS.

Send for Booklet No. 300.

Agency Dept., CHICOPEE FALLS, MASS.

TEN DOLLARS FOR YOUR OPINION

OF BULLETIN ADVERTISEMENTS.

The Prize for best letter on April 1st. ads. went to T. B. VAN ALSTYNE, M. D., Binghamton, N. Y.

A SHOE-STRING TALE.

"Shoe-strings!" "Shoe-strings!"

I scarcely noticed him Monday.

But when I saw him and heard him on Tuesday I realized that he was on that particular corner the day before.

Wednesday I not only heard him, but noticed that he had a lot of shoe-strings of several kinds hanging to him.

Thursday I gave him enough attention to discover that he had leather strings, also woven ones, and that they were of different colors.

Friday I saw this same street-vender standing on the same corner, and realized that he had been there for several days in succession.

Being supplied with shoe-strings, of course he didn't interest me much.

Thousands of others passed him as I did, and doubtless gave him the same passing glance.

Saturday one of my shoe-strings gave out.

Suddenly, and unexpectedly, I was in the market for shoe-strings.

I had regarded the shoe-string man heretofore in the most casual way.

To-day he positively interested me.

I decided to patronize him.

But he had gone.

I even stopped and looked both ways on the cross street.

I went three blocks out of my way and got a pair of shoe-strings at a regular shoe-store that has been right there for ten years.

A moral?

Well,— say!

Is n't it obvious?

An advertisement, however small, attracts some attention,— not only from people who want the goods, but from those who do not (at least not at the time), but the conscious recognition of it is often by degrees.

Let us suppose that you have on your wheel a lamp, cyclometer, and bell, and that you are not particularly interested in the advertisements which deal with that sort of goods.

Then you have a smash-up,

Which breaks all three, —

Or perhaps only one.

Then what?

Do you remember any advertisement that you never saw?

Do you remember first those which have appeared least?

Of course not. The chances are ten to one that you buy the article you know the most about.

OUR NEW PLAN.

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

Write a letter addressed as shown:

Ad. Critic. L. A. W. BULLETIN,
April 22. BOSTON, MASS.

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.

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

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

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 May 13) checks for \$5.00, \$3.00 and \$2.00, as above.

A NEW SADDLE.



You do not have to pump it up. Yields where it should yield, and supports where it should support.

Send for our booklet, 'Saddle Talk.'

The cut shows the horn of the saddle as it bends down under pressure; the dotted line shows the normal position.

This horn is well padded, and is soft all the way to the end; it is adjustable up and down, and can be adjusted to bend down with a slight pressure or a heavy pressure; but it is rigid sidewise.

The flexible horn will support a rider firmly in the seat of the saddle, and yet yield to the motion of the body, and action of the limbs. The rider may lean forward in the seat, and the horn will accommodate itself to his position.

The seat may be placed in any desirable position, and the horn will yield as the position of the body requires.

The flexible horn will not bunch or disarrange the skirts of a lady rider, and she can mount or dismount without fear of injury. The constant pressure, or sudden contact with a rigid horn, may injure a rider for life; the AVERY is perfectly safe.

Finest quality of material and workmanship. Fully guaranteed. Protected by U. S. and foreign patents.

Specify the AVERY SADDLE when ordering your wheels.
PRICE, \$3.00. Charges prepaid to any part of U. S. when order is accompanied by cash.

Sent C. O. D. with privilege of examination, on receipt of \$1.00; if saddle is returned to us, the money less express charges, will be refunded. A special offer will be made to the first purchaser in each city or town.

AVERY & JENNESS, 297 Wabash Ave., Chicago.



Only a Boy

Who has smoked his first cigar can fully sympathize with the man who buys a cheap wheel—He gets scant comfort out of it, but lots of experience.

BEN-HUR BICYCLES

are always ridden by satisfied riders, and anyone can afford to buy one now. They are only \$40, \$50, and \$60. If your dealer has sold out remember that we haven't, and write us for a catalog.

BEN-HUR BICYCLE CO., Indianapolis, Ind.



The Boice Puncture Proof... Tire

—pneumatic, single-tube—is all that it's claimed to be. Nails, broken glass or jagged rocks have no effect upon it—very durable, light and resilient.

SEND FOR CATALOGUE.

Manufactured by **JOHN R. BOICE, Toledo, O.**

Read this from one who knows from experience:
FORT MONROE, VA., July 17th, 1897.

Mr. John R. Boice, Toledo, O.:

Dear Sir,—The tires you sent to me have been used about two months and a half. They have had hard usage over the oyster shell roads here. No cut or puncture has yet been made in them. A small wire nail was found one day sticking in the front tire. The nail was bent in all directions, but the tire itself remained uninjured. The military tire must be a punctureless one, and I heartily recommend yours for this use. Yours truly, E. T. BROWN,

1st Lieut. 5th Art. U. S. Army.

WHO SHOULD PAY FOR GOOD ROADS?

The great question at the bottom of all road improvement plans is, "Who shall pay for them?" says No. 155,971. "The farmer is no fool, and the spectacle of the Bucks county citizen walking through two miles of mud to the polling-place to cast his vote against road improvement is not entirely an



CYCLERS' SNAP SHOTS.—A FINE STREET SOMEWHERE.
Name of Photographer lost.

exhibition of rural stupidity. The farmer, as a tiller of the soil, and *not as a land owner*, instinctively feels, though he may not be able to define the cause, that with all the facilities for transportation, his condition is in no wise bettered."

Who, then, is bettered is the question, and No.

155,971 replies it is the land owners; that with every improvement "the adjoining land is raised in value," and that "the value of land, independent of the labor exerted by its owner, is enhanced by every



CYCLER'S SNAP SHOTS.—SATAN'S KINGDOM, NEW HARTFORD, CONN.
Photo. by H. P. Richards, New Britain, Conn.

outlay in improvements by the community." He says of farmers that "the large majority are but tenants whose payment for the right to till the soil

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

Endorsed and used exclusively by HUBBER & CO., and other leading manufacturers. Price, 15 and 25 cts. per Tube. Of your dealer, or sent by mail by ARCTIC LUBRICANT CO. - 129 Furman St., Brooklyn, N. Y.



SAVE CLOTH AND SELF-RESPECT by wearing "Out of Sight" Guards.

Sold by dealers; not given away. Agents wanted. Send 10 cts. for a pair to "O. O. S." Trouser Guard Co., Fall River, Mass.



Don't Bind BICYCLE and GOLF GARTER.

for men and women retains its elasticity; absolutely sustains the stocking; is adjustable, and don't bind the leg. Of dealers, or by mail on receipt of price. **SILK** (black, blue, orange, white, scarlet and tan), 35 cents. **COTTON** (black only), 25 cents.

C. E. CONOVER CO., N. Y., WHOLESALE AGENTS.

BLAKESLEY NOVELTY CO., Manufacturers, Box 19, Bristol, Conn.

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.

rent, increases with every good road built in the neighborhood."

Holding this view, he concludes, "let us place the tax where it belongs. Instead of assessing (and, therefore, discouraging the possession of) houses, bicycles and other products of industry, let us put the whole tax for good roads upon that which alone reflects the benefits conferred by well paved streets and turnpikes: the value of land."



CYCLER'S SNAP SHOTS. — LOYSBURG GAP, ON ROAD FROM EVERETT TO ALTOONA.

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

Tires that are narrow tear like a harrow;
Tires that are broader keep roads in order.

RIBBON BADGES ROYAL PURPLE

with L. A. W. Emblem in Gold, 15 cents each; initials, or L. A. W. Number, 15 cents extra. Also **HANDLE-BAR RIBBONS**, 75 cents each. **Special rates to Clubs.**
RHINE & CO., 775 BROADWAY, NEW YORK CITY.



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

HITCHCOCK LAMP CO.

For sale by all dealers.
Catalogue for the asking.

Watertown, N. Y.

The Seat Ideal for the Ladies' Wheel.

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

THE WHEELER SADDLE CO., Detroit, Mich.



NEW BRUNSWICK TIRES



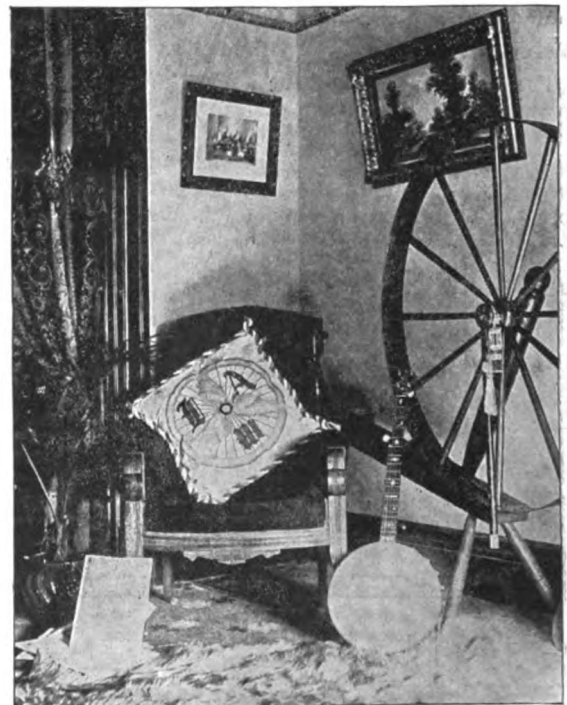
L. A. W. REGULATION EMBLEMS

Solid Gold, ruby centre, purple enamel, \$1.75 ea.; Filled Gold, ruby centre, purple enamel, 90 cts. ea.; Gold Plated Enamelled Cap Pins, 1 in. diam., 50 cts. ea.
MEDALIST—JOHN FRICK—JEWELER
8 Liberty Pl., opp. 21 Maiden Lane, N. Y.
Medals, Flag Pins, Lapel Buttons, Prize Jewelry, etc.



A LEAGUE MEMBER'S CORNER.

The illustration herewith is from a photograph taken by No. 167,583 and shows a cosy corner of his home. The cushion showing League emblem



design will be of interest to many. The wheel appearing in the picture is a 1776 model, the kind our great grandmothers used.

Sit up straight, as a matter of form.

\$125 IN PRIZES

... FOR ...

Photographs of Bad Roads

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

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

THE DEAREST GIRL.

NIXON WATERMAN.

THIS girl that I'm to write about — *you* know the one I mean —
The girl whom all the fellows swore was fit to be a queen —
Of womankind she seemed to me the sweetest and the best,
And that was just precisely what she seemed to all the rest.
Oh, how my heart was stirred when first I met her face to face!
And to my gladdened eyes she seemed the very soul of grace.
I swore she was a gem, a rose, an angel (minus wings),
And all the other fellows swore the very self-same things.
Ah, well do I remember how I yearned to call her mine!
To share my lot in life with her would be a joy divine.
And how I used to wonder if she'd care to change her name;
And all the other fellows, oh, they wondered just the same.

So long as memory holds sway I never shall forget
When first I held her hand in mine, — I seem to feel it yet!
Its tender clasp, so soft and light and yet so warm and true, —
And all the other fellows, oh, of course they held it, too.

And then — 't was after I had kissed her fingers' velvet tips —
I bolder grew, and, oh ye gods! I dared to kiss her lips!
The priceless boon was far above the wealth of kings to buy,
And all the other fellows got a kiss the same as I.

And when at last the time arrived, down on my knees I fell,
While in my halting, trembling way I tried my love to tell,
Until she spoke the gracious word my happy life to bless,
And to the other fellows, why, she gave the same sweet "yes."

Then to her stern papa I went to ask him for her hand;
My knees were limp and shaking so that I could scarcely stand.

He kindly gave his glad consent and wished us many joys. —
He did the very self-same thing by all the other boys.

And then, of course, — you know the rest, — united heart and heart,
I promised I'd be good and kind and true "till death do part."

And with God's gracious help I'll try to smooth her path through life
As every fellow will for her — the girl he made his wife.



CYCLERS' SNAP SHOTS. — COUNTRY ROAD, NEAR MARINETTE, WIS.

Photo by J. E. Mars.



"He burst into the room to find his wife bathed in tears"

THE colored cook on the railway buffet-car has a good deal to say about his Dinah.

THERE'S this much to be said in favor of the politician who is on the fence, he is in a good position to observe both sides of the question.



"With a shower of oaths he fell upon them."

WHEN scorchers go out cycling together you may be sure they are fast friends.

'TISN'T the lightest-headed persons that have the brightest minds.

IF IT was an oil producing whale that swallowed Jonah he must have enjoyed smooth sailing.

SPRING'S snow-drops are nicer than Winter's snow-slides.

UNCLE EBEN OBJECTS.

JOE LINCOLN.



AY, you know me, now don't yer, folks?
 you know I hate a fuss,
 And ain't no hand to growl around and
 rip and rear and cuss.
 I take things purty easy tew, and don't
 git huffy quick,
 But when I've stood 'bout all I kin, why
 then, b'gosh, I kick;
 And here's what riles me; every night for
 tew months, shineer rain.
 I've bought the papers so's ter l'arn about
 our fuss with Spain,
 And when I've bought the hull blamed lot and
 read 'em every one,

B'gosh ter mighty! I'm wuss off than when I fust begun.

"War, bloody war is comin' sure"! 'll be one feller's song,
 A-stickin' out in big, black print about six inches long.
 "All looks like peace," the next one sez, in letters jest as
 black,
 And what one writes the other's sure ter rip right up the
 back.
 One sez the Pres'dent is fer peace and t'other sez he ain't,
 One sez that Congress is fer fight and t'other sez it tain't,
 Today yer read, a Spanish fleet is comin' on the wing,
 And, when termorrer's paper's here, you find 'tain't no sich
 thing.

One colyum prints a awful yarn, which t'other ones deny
 And say the "rumor's unconfirmed," which means 't was all
 a lie,

"Our fleet is goin' ter start ter night," them flarin' head-lines
 shriek,

And then next day, come ter find out, the ships won't start
 this week.

I'm so mixed up with readin' things and thinkin' that they're
 so,

And then a-findin' out they ain't, that honest, I dunno,
 As I believe the Maine's blowed up and jest as like as not
 I'll find she blowed up Cuba, — yes, er done I dunno what!

I dunno how them papers train their help, but say, I think
 If any feller tells the truth they bounce him in a wink.
 And, jedgin' from the stuff they print, them fellers know the
 trick,

And there won't none of 'em be bounced fer *that* so very
 quick.

Ole Ananias has been dead tew thousand years er less,
 But when he lived I bet he was connected with the preas;
 But *now* he could n't work fer 'em a week, — no, sir-ee, bob!
 He'd have ter lie lots better er he could n't hold his job.

"THEY say" a Maryland cyclist who laid a plank
 across a muddy piece of road was arrested for foot-
 path riding, the justice maintaining that the plank
 in this instance was a sidewalk.

It is reported that in Ireland footpath riding has
 been absolutely forbidden, in consequence of the
 privilege having been too much abused.

THE favorite Wall-street dish, "Spring lamb, done
 brown."

THAT "rounder," the baseball, now goes on a bat.

"CARE will kill a cat," but the cat does n't care.

THE future's uncertain. Do n't "scorch" in *this*
 world.

DID YOU RIDE OR WALK?

Of all life's grief its saddest junctures
 Are those wherein our tire punctures.

Did you ever happen to have a tire punctured so
 it could not be repaired, when you were about 'steen
 miles from nowhere? If so, how did you get home?
 Did you walk or did you make the wheel temporarily
 rideable by some means or other? If you walked,
 no response from you is desired, but if your "mother
 wit" helped you out of the dilemma, won't you tell
 your brother and sister League members how you
 did it? A book on "Bicycle Emergencies and How
 to Meet Them" should include all known expedients
 for overcoming unrepairable punctures, for, of all
 the dangers that beset cycling, the puncture is the
 biggest boggy-man of the whole crowd.



CVCLERS' SNAP SHOTS. — COR. MORRIS STREET AND LEXINGTON AVENUE,
 ALBANY, N. Y.

Photo. by J. D. Chism.

"I MOVE," said the member of the Oklahoma
 Legislature, as he lurched toward the bar-room door,
 that we now (hic) a'journe."

"The gen'leman's mo'sh'n," said the fellow mem-
 ber, as he watched the uncertain steps of his friend,
 "appears t' be out of order."



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.



A PROBLEM IN ROAD IMPROVEMENT.

The entrance to the beautiful valley of the Ramapo is at Suffern, N. Y. The county in which the town lies has many natural advantages, but is unable to obtain benefit from them because of the roads through which the people "still flounder in the mire." How easy it would be for them, and many other counties similarly situated, to improve their highways is plainly shown by the Suffern *Independent*.

There are sixty miles of road, and an expenditure of \$2,500 per mile on them would create an indebtedness of \$150,000. Suppose this amount was borrowed on bonds payable in from one to fifteen years at four per cent. By paying the annual interest and six per cent. on the principal, the whole amount could be paid in twelve years, and the roads kept in order, without a greater annual expenditure than the \$16,000 now required for repairing worthless roads. The assessment of the county "is, in round numbers, \$20,000,000, of which \$150,000 is three-quarters of one per cent. Now, taking the average assessment of the taxpayer to be \$1,000, his proportion of the entire debt would be \$7.50, and his assessment for each year for this purpose would be seventy-five cents." Figured down this way, there seems nothing wanting to securing better highways but the will to make the start.

INEXPENSIVE ROAD REPAIR.

A correspondent suggests that the system of continual supervision and repair of road-beds used by the railways would not be practicable on the highways, because the railway section foremen depend for their positions on the thoroughness of their work, have only short distances to care for, and can make themselves thoroughly familiar with them, while highway commissioners frequently know and care nothing about roads, and have long stretches with which they have little time or opportunity to become acquainted.

As long as present conditions obtain, and highway commissioners are chosen for political reasons, and devote little time and attention to the roads, not much in the way of improvement is to be expected. It is the system which must be changed, and it will be when the people realize the importance to the community of having hard and smooth roads on which to travel. It is not necessary to always build

expensive roads costing, perhaps, from one to ten thousand dollars a mile, but present roads can be vastly bettered by giving them constant care, together with proper grading and drainage. This work has been successfully undertaken in some quarters and good results obtained, as in the case referred to last week, in which the expense was so small that the road tax had been reduced, while the roads had been improved.

As long as present methods prevail, "D" thinks that the farmers, and those living off the main roads, should be interested in some way in looking after the roads that pass their own doors, so that they would remove stones, fill up holes and see that all water ran off quickly, and suggests that they could pay a small part of their road tax in labor in this way, under the control of the road commissioner. The old plan of "working" out road taxes has been a complete failure, but it does not necessarily follow that something of this kind would not work in some districts, especially if the people first become in some measure convinced of the importance of the step.

AN INCOMPLETE ESTIMATE.

In the following estimate of the cost of laying stone roads some important items have been omitted. The *Indiana Farmer* says that "the cost of broken stone for building roads is not so great as many suppose. It can be bought at the crushers for 40 cents per solid yard, and the railroad will freight it forty miles or less, at about 50 cents per cubic yard, making a total of 90 cents; but suppose we call it \$1. Then if the road-bed is nine feet wide and the stone is piled on a foot deep, a cubic yard will cover three feet linear at a cost of \$1, making one mile (1,760 yards) cost as many dollars. But as only about nine inches are necessary, one-fourth of this amount, or \$440, should be deducted, making the exact amount only \$1,320, which is cheap enough for a first-class road, the material for which must be brought forty miles by rail."

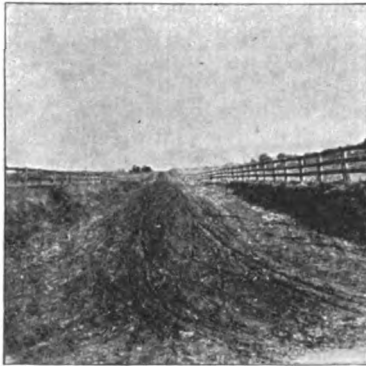
Substantial roads can be built at a thickness of nine inches, but the stone used is by no means the only item of expense. The labor of handling, placing and rolling it must be considered and, more important still, careful grading and thorough drainage must be secured. Hard roads can be built much more cheaply than formerly, but a "first-class" one cannot yet be laid at such low figures.

A study of sixteen French railroads seems to show that branch lines contribute to the main line gross receipts 1 4-10 times greater than those which the main lines earn. If this be correct the importance to the railroads of good highways is simply enormous, for country roads are the feeders of the railways.

Many students of the highway question believe that there are more public roads in the country than are needed and that hard roads, in each direction, two miles apart on the average, would meet every possible requirement.

COMMON roads may be vastly improved by being properly crowned and thoroughly drained, and the work of making and keeping them good will be simplified if the traffic over them is on wide tires.

TWO buildings were lately destroyed by fire in an out-lying ward of Cleveland, Ohio, on account of the depth of the mud, which prevented the engines from reaching them in time.



GAZE ABOVE, AND THEN BELOW.

In cycling there is nothing more disagreeable than to be compelled to traverse long stretches of rough, unkept country roads, especially when such roads are not bordered by hard, narrow edges which can be ridden with care when nothing better appears. Such roads there are, and many of them, not unlike the pieces shown in the above pictures. After a stretch of hard pedaling, and intervals of even more wearisome walking and pushing a wheel, there is nothing that so quickly revives courage and makes life again worth living as to come upon stretches of fine highway such as are shown in the pictures below.

But wheelmen are not the only ones benefited by the existence of such roads—they are not even the principal ones. Nor are the residents along hard and permanent roadways the only ones who reap advantages from them. Communities have too long acted on such an assumption, and placed the bur-

den of caring for the roads too entirely upon the shoulders of those living along them. Just as fast as it is clearly understood that the public as a whole is interested in maintaining the highways, just so fast will the public be ready to assume the undertaking. The better the roads become, the more does the public use them, and the more important to the whole public becomes their proper maintenance.

The pictures here shown are of roads in two adjoining townships in Pennsylvania "where the natural conditions are the same; one, however, progressive enough to borrow money and macadamize their roads, and the other satisfied to drag through the mud, thereby causing increased wear and tear, preventing the marketing of their products at the minimum rates" and securing many other advantages incident to good roads. The upper pictures are of roads in Moreland—the lower ones of roads in Abington.



NATURE is not a road-builder,—she never prepares artificial means of living. But she furnishes ample material for every need, and science long since learned how to utilize what she offers to meet the necessities of our complex civilization.

THE ever-increasing tendency to concentrate in big cities can be counteracted by making country life attractive. But country life cannot be permanently attractive to city residents unless good highways afford inter-communication and easy transit.

League of American Wheelmen

... Official Department ...

ABBOT BASSETT, Editor.

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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.

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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
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Morgan & Co., 22 Old Broad St., London, E. C.

Early Renewal Avoids Loss

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 re-
quest that he enter my name as a subscriber under the provisions of Articles III and VII of the
L. A. W. constitution.

I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution,
and refer to two League members (or three other reputable citizens) named below.

Name.....

Street or Box.....

City or Town..... State.....

Cycle Club.....

Write references on margin below.

Write Plainly on Blanks.

Printing Preferred.

Remit by P. O. Money Order.

RENEWAL LIST NO. 15.

Including renewals from April 11-15 inclusive.

Alabama	1	New Jersey	163
Arizona		New Mexico	
Arkansas		New York	211
Colorado	27	North California	14
Connecticut	56	North Carolina	5
Delaware	1	North Dakota	
District Columbia		Ohio	43
Florida	3	Oklahoma	
Georgia		Oregon	14
Idaho		Pennsylvania	533
Illinois	175	Rhode Island	52
Indiana	17	South California	13
Iowa	43	South Carolina	
Kansas	6	South Dakota	3
Kentucky	51	Tennessee	3
Louisiana	11	Texas	2
Maine		Utah	2
Maryland	108	Vermont	2
Massachusetts	342	Virginia	2
Michigan	30	Washington	1
Minnesota	17	West Virginia	1
Mississippi	8	Wisconsin	32
Missouri	62	Wyoming	
Montana	3	Canada	
Nebraska	9	Foreign	2
Nevada		Mexico	
New Hampshire	25	Indian Territory	

2,100

THE RENEWAL SEASON.

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

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

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

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

Don't forget to send number

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

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

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

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

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

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

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

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

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

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

THE L. A. W. PIONEERS.

The L. A. W. Pioneers is an organization perfected among the veterans of the L. A. W. Its purpose is to create a sentiment of loyalty, and to promote the fraternal relation among the old-timers.

The Pioneers organized at the Louisville Meet in 1896, and held a reunion at Philadelphia in 1897. It is proposed to hold a grand reunion and banquet at the Indianapolis Meet.

The good fellows of Indianapolis have invited us to banquet at their guests on this occasion. We hope to see a big turnout.

Any person who has been a member of the L. A. W. for ten consecutive years may become a member of the Pioneers by sending an application and fifty cents to the undersigned. Any member holding new number 1,815 or its equivalent old number 7,173 will be eligible to membership in August next, and will be received as a Pioneer at this time.

Many League members count themselves Pioneers, but unpaid dues dispute the claim. Every Pioneer that has paid his dues to 1898 has a ticket to show for it.

We hope to show a large membership in this wheel within a wheel of our fraternity. All veterans should join.

Fra ernally,

ABBOT BASSSETT,

President L. A. W. Pioneers.

WISCONSIN DIVISION.

NEW WISCONSIN OFFICER.

It has been decided by the State Executive Committee that each member joining the Wisconsin Division will be sent free, a section of the State road map of the territory in which he resides.

The Division is not issuing a tour book this year, on account of a lack of sufficient funds to get out the work that was originally proposed. Data for this book is still being gathered, however, and by next season a very complete and authentic chart book, can be safely promised to the members.

M. C. ROTIER, Chief Consul.

WISCONSIN OFFICIAL HANDICAPPER.

I desire to officially announce to the Wisconsin members and Wisconsin Race Meet promoters that Fra. W. Pommarane, of Oshkosh, is now the duly appointed handicapper for this racing district.

All information pertaining to this work can be secured by addressing him. M. C. ROTIER, Chief Consul.

IOWA DIVISION.

Local Consuls.—Are you doing what you can for the advancement of the membership in your locality, or are you letting League matters go by default? Iowa has been favored this spring with good weather and roads, and instead of barely a hundred new applications that we have received we should have received one thousand. Of the one hundred and fifty Consul appointments that I have made, very few seem to be doing business. Let us get to work, and make a strong pull and a pull altogether, and in the next sixty days push the Iowa Division to the front, where we belong. I am especially anxious to see Local Consulates organized in the larger cities and towns. Des Moines has made a start in this direction; let me hear from Sioux City, Council Bluffs, Davenport, Burlington, with applications for blanks for organizations. Are you working to secure one of the honor medals offered you at the time I sent you notice of appointment? Six have been earned up to this date. Wouldn't you like to wear one? They are beauties. Get in "line," and earn one.

A. C. MILLER, Chief Consul.

IOWA DIVISION.

I hereby give notice of the following additional appointments of local consuls:
Burlington (additional)—Charles E. Bentz and Joseph B. Sutter. Hillsboro—A. C. Eater. Jefferson—Jed Brockway. Keokuk (additional)—Montgomery Meigs. Marengo (additional)—B. C. Leib. Plain View—William Nisson. Round Grove—Herman E. Holst. Scranton—W. W. Anderson. Winfield—M. E. Snyder.

Bennett—Louis Ekemann. Dixon—John H. Petersen. Prescott—H. S. Stahl.

ADDITIONAL APPOINTMENTS OF LEAGUE HOTELS.

Cedar Rapids—Clifton House. Des Moines—Kirkwood. Nevada—The Elite. Bonaparte—Park.

I would be pleased to correspond with hotels in other cities that desire to be appointed. We furnish a very nice metallic sign, a cut of which appears on page 35 of the BULLETIN.

A. C. MILLER, Chief Consul.

DES MOINES, IA., April 9, 1898.

OHIO DIVISION.

CONSUL LIST NO. 10.

Bluffton, Frank A. Eaton. Cadiz, W. W. Potts. Cairo, J. C. Weaver. Delaware, Mrs. R. M. Brittain. Delhi, Geo. F. Belden. Fayette, E. B. Benson. Franklin, C. C. Blood. Gilboa, O. W. Compton. Glandorf, F. N. Ellis. Houston, W. J. Huffman. Lima, F. E. Harman. London, Harvey F. Chandler. Norwood, Mrs. Will T. Cressler. Ottawa, Frank Light. Peables, R. A. Martin. Toledo (Specials), Ely S. Consul, W. O. Holst, W. H. Wodach. Zanesville, Will H. Jones, W. S. Domer.

W. C. MUNRO, Sec.-Treas.

CINCINNATI, April 11, 1898.

MARYLAND DIVISION.

TO LOCAL CONSULS.

Many of the local consuls have not yet sent in their applications for re-appointment. Please give this matter your immediate attention. I have re-appointed the following local consuls for 1898. Both for city and State.

States.—R. Hugh McCleave, Cumberland. O. G. Wells, Elkton. F. G. Eppley, Union Bridge. H. B. Messenger, Federalsburg. John H. Wilson, Sykesville. L. L. Porter, Eckhart. Mines. J. J. Biefeld, Frederick. J. H. Iglehart, Jr., Ellicott City. Geo. L. Wild, Ashton. J. W. Fankenfield, Cockeysville. Louis E. Shriver, Union Mills. E. L. Ulman, Salisbury.

City.—A. H. Sliwa, 1630 W. Baltimore st., Ward 19. Edw. F. Millholland, The Sun Office, Ward 13. Frank A. Conway, 104 Pearl st., Ward 9. Geo. L. Elberts, 2506 W. Fairmont ave., Ward 21. Thomas L. Richardson, Huntington ave. and Oak st., Ward 11. Howard J. Fossett, 200 E. Randall st., Ward 17. Thomas C. Williams, 733 N. Broadway, Ward 5. Thomas E. Jacobs, 411 Chapple st., Ward 7.

Prizes.—All applications for membership sent in since the 1st of April will count in obtaining prizes. The prize list will appear in the BULLETIN of April 29th. Look out for it and get to work. These prizes are going to be worth having.

Renewals.—A great many of our members are un-renewed. It is especially important that the local consuls should each and every one write to the secretary-treasurer for a list of the members in their locality in order to see that they are renewed. We want new members, but at the same time do not wish to lose any of our old members.

CONWAY W. SAMS, Chief Consul.

MASSACHUSETTS DIVISION.

At a meeting of the General Committee, April 8, an appropriation of \$20.00 was made for the Local Consulate to secure weekly reports regarding condition of roads within the twenty-five mile limit.

A one hundred dollar appropriation was granted the General Board Committee.

A. W. members will be granted half rates on admission to A. C. races, May 30th.

Protest was filed with the National Racing Board objecting to the granting of an open sanction for any race meet within fifteen of Boston for May 30th other than that held in conjunction with the Spring Meet of the Massachusetts Division.

The new Road Book, when ready for distribution, will be delivered free to all members who have renewed during the current year, and to all new applicants since the beginning of the year, and to future renewals and applicants.

L. A. W. members of other divisions will be charged \$1.50, and the general public, \$2.00.

Chief Consul Elliott was instructed to appoint a committee for Field Day, May 30th.

It was decided that the ball in the evening would be held in Mechanics Hall.

An appropriation of \$200 was made for souvenir badges.

The Committee voted to extend to all New England members of the L. A. W. an invitation to attend the Spring Meet, May 30.

Chief Consul Elliott was instructed to take a mail vote of the Board of Officers upon having the '99 Meet in Boston.

LEAGUE CLUB DELEGATES.

R. F. Butterfield, withdrawn. New delegate for Press Cycle Club, Thos. H. Canning.

ARTHUR K. PECK, Sec.-Treas.

BOSTON, April 12, 1898.

WISCONSIN DIVISION.

LIST OF LOCAL CONSULS.

Abbotsford and Colby—J. J. Crimes. Chilton—W. N. Knauf. Hammond—F. W. Bixby. Kewaunee—H. R. Erickson. Lake Geneva—H. A. Burdick. Ladarge—H. C. Millard. Mattoon—C. H. Weeks. Manitowish—J. A. Rummele. Medford—J. B. Hagarty. Neillsville—Carl Stange. Osgood—J. A. Johnson. Rhinelander—H. M. Woodward. Sussex—C. A. Wileiden. Sheboygan—Paul Wiegand. Troy—Will Hubbard. Windsor—Harvey L. Raymond.

OHIO DIVISION.

If the Railroads in Ohio refuse to carry bicycles free unless lanterns and tool bags are removed, write at once to Chas. F. Williams, chairman of the Rights and Privileges Committee, Room 1, Masonic Temple, Cincinnati, and give all the particulars.

WILLIAM D. KEMPTON, Chief Consul.

APRIL 15, 1898.

OHIO DIVISION.

A new edition of the official calendar, dated April, 1898, has just been issued.

W. C. MUNRO, Sec.-Treas.

CINCINNATI, Apr. 11, 1898.

MINNESOTA DIVISION.

Pursuant to article VIII. of the Constitution of the Minnesota Division, L. A. W., I hereby appoint Mr. E. C. Montfort, of St. Paul, as a member of the Executive Committee.

ALBERT B. OVITT, Chief Consul.

ST. PAUL, April 12, 1898.

RACING BOARD BULLETIN.

BALTIMORE, MD., April 13, 1898.

The contracts of the National Track Association, Cambridge, Mass., with A. Gray, Beverly, Mass.; J. Boyd Anderson, Brooklyn, N. Y.; and Thomas Barnaby, Revere, Mass., are approved.

The Mansfield, O., track is restored to good standing. The contract of the National Cycledrome Co., New York, with Arthur Porter, Newton, Mass., is approved. The Tourist Club, Paterson, N. J., has cancelled its date of July 4.

Registered.

No. 3,000—Thomas H. David, Indianapolis, Ind.
No. 5,004—Amos B. Hughes, Denver, Colo.
No. 11—Jaap Eden, Amsterdam, Holland.
No. 12—Henri Cissac, Paris, France.
No. 14—Jean Gougoltz, Paris, France.
No. 15—Dominique Lamberjack, Paris, France.
No. 16—John S. Johnson, Worcester, Mass.
No. 17—John S. Johnson, Minneapolis, Minn.
No. 18—Joe McLaughlin, Wilmington, Del.

Transferred to the Professional Class.

Otto Robert Winter, Dallas, Texas, clause (b).
Charles Ballard, Sebago Lake, Me., clause (i).

Suspension Removed.

Charles Ballard, Sebago Lake, Me.
Charles Crossley, New Bedford, Mass., is ruled off all L. A. W. tracks pending investigation.

Suspended.

Joe Daly, W. Fishburne, Wm. A. Coleman, Columbia, S. C., and G. W. Williams, Augusta, Ga., are suspended from all road and track racing, and ruled off L. A. W. tracks in every capacity to July 9, 1898.

The suspension of J. F. Harth, Columbia, S. C., is extended to Aug. 1, 1898. He is also ruled off L. A. W. tracks in every capacity.

National Circuit Dates Accepted.

Quill Club Wheelmen, New York, May 21.
Berkeley Oval, New York, Oct. 8.

ALBERT MOTT,

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

Following is a list of National Circuit Meets already sanctioned, with the National Championship races assigned to each. It is expected that more sanctions will be issued, as applications are pending:

Louisville, Auditorium, May 6-7, 1 mile, 5 mile.
New York, Manhattan Beach, Quill Club, May 21, 1 mile.
Boston, Charles River Track, May 28, ½ mile.
Providence, Crescent Park, May 30, ½ mile.
Springfield, Mass., Springfield Bicycle Club, June 4, 1 mile.
Rochester, American Cycle Racing Ass'n, June 7, 1 mile.
Buffalo, Athletic Field Ass'n, June 9, 1 mile.
N. Y. Cycledrome, W. J. Morgan, June 11, 2 mile.
Bridgeport, Pleasure Beach, June 15, 2 mile.
Wilmington, Mass., Velodrome, W. J. Morgan, June 17, 5 mile.
Hills Grove, R. I., Collingwood Track, June 18, 1 mile.

Washington, Park Bicycle Club, June 23, 1 mile.
Brooklyn, Kings County Wheelmen, June 25, ½ mile.
Philadelphia, Willow Grove, American Cycle Rac. Ass'n, July 1-2, ½ mile, 2 mile.

Newark, N. J., Bicycle Track Co., July 4, ½ mile.
Buffalo, Ath. Field Ass'n, July 9, 2 mile.
Rochester, American Cycle Racing Ass'n, July 13, 5 mile.

Philadelphia, Castle Wheelmen, July 16, 1 mile.
Newark, N. J., Atalanta Wheelmen, July 23, ½ mile.
Asbury Park, N. J., American Cycle Rac. Ass'n, July 26, ½ mile.

Buffalo, Associated Cycling Clubs, July 30, 1 mile.
Dayton, O., Dayton Bicycle Club, Aug. 6, ½ mile.
Indianapolis, National Meet, Aug. 10, 11, 13, 2, ½, 1 mile.

St. Louis, St. Louis Cycle Rac. Ass'n, Aug. 20, 1 mile.
Rochester, American Cycle Racing Ass'n, Aug. 23, ½ mile.

New York, Quill Club, Aug. 27, 2 mile.
Mahanoy City, Pa., Mahanoy City Ath. Ass'n, Sept. 1, 2 mile.

Wilkes-Barre, Pa., West End Wheelmen, Sept. 3, ½ mile.
Springfield, Mass., Springfield Bicycle Club, Sept. 5, 1 mile and ½ mile.

Waterbury, Waterbury Wheel Club, Sept. 7, 1 mile.
Boston, Charles River Track, Sept. 10, 2 mile.

New Haven, New Haven Cycling Club, Sept. 13, 1 mile.

Bridgeport, Pleasure Beach, Sept. 15, 2 mile.

Newark, N. J., Bicycle Track Co., Sept. 17, 2 mile.
Providence, Crescent Park, Sept. 24, 5 mile.

Trenton, N. J., Fair Ass'n, Sept. 26, 5 mile.
Philadelphia, Woodside Park, Sept. 28, 29 ½ mile, 5 mile.

N. Y. Cycledrome, W. J. Morgan, Oct. 1, ½ mile.
Washington, Park Bicycle Club, Oct. 6, 2 mile.

New York, Berkeley Oval, Oct. 8, 5 mile.
St. Louis, St. Louis Cycle Club, Oct. 15, 2 mile.

In these championship races, the first to finish in the finals will count six in the championship table, to be published in the BULLETIN; the next four, the next three, the next two and the next one, except in the two, half and one mile, August 10, 11 and 13; the third mile, September 28; the quarter mile, October 1, and the five mile, October 8. On these excepted dates the first man will count sixty, the next forty, the next thirty, the next twenty and the next ten, as provided for in the rule. The first prize in these races must be not less than one hundred and fifty dollars.

ALBERT MOTT,

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

STOLEN WHEELS.

COLUMBIA, No. 10,112. James Birch, Mt. Vernon, N. Y.

SPALDING, No. 83,173. Charles P. Rowland, 38 W. 70th st., N. Y. city.

CONTINENTAL, No. 93,964. L. Y. Graham, Jr., Narberth, Pa.

ADLAKE, No. 14,211. Amos P. Mitchell, Bridgeport, Ct.

MIDDLETOWN, Andrew Dargan, 503 W. 37th st., N. Y. city.

CLIFFER, Julius A. Abraham, 277 Driggs ave., Brooklyn, N. Y.

RAMBLER TANDEM, No. 19,413. F. L. Johnson, 79 Exchange st., Lynn, Mass.

LEVELAND, No. 61,072. Dr. Paul J. Sartain, 212 W. Logan sq., Philadelphia, Pa.

WARWICK, No. 50,473. C. O. Kindig, S. W. Cor. 10th and Chestnut, Philadelphia, Pa.

CRESCENT SPECIAL, No. 9, No. 10,085. Dr. A. P. Charlton, 7th and Snyder ave., Philadelphia, Pa.

DIAMOND FRAME. G. D. G. Bonney, 905 Arch, Philadelphia, Pa.

HANKER, No. 262. Albert A. Franke, 924 Ward st., Chicago, Ill.

L. A. W. SUPPLIES.

Good Roads Badge. Combining U. S. shield in color, the L. A. W. emblem and inscription "Good Roads." Gold, \$2.00; plated, \$1.00.

Handle-Bar Ribbon. Royal purple with embroidered label on each end, 25 cents.

Ticket Holders. No. 1. Best calfskin with extra pocket for personal cards, 25 cents. No. 2. Calfskin with single pocket card in sight, 10 cents. Celluloid, steel bound, 10 cents. For marking the leather holders with name, 25 cents.

Veteran Bar. For those who have been members of the L. A. W. for ten consecutive years. \$2.50.

Ribbon Labels. The L. A. W. badge and initials embroidered in old gold on royal purple. Used on handle-bar ribbons, on coat collar or sweater. 10 cents each; two for 15 cents; four for 25 cents.

Rubber Stamps. No. 1 reading, "We Want Good Roads." 10 cents. No. 2 reading, "Join the L. A. W. and Ride on Good Roads." 15 cents. No. 3 facsimile of Good Roads button: 20 cents. Inking pad, 10 cents. Sent by mail at these prices.

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.

FOOTNOTES, Apr. 22, 1898.

Total, 737-93,242.

Over 127,000, COLORADO, 24-512.

Unattached.
614 Browne, F. E., Box 735 Aspen
5 Brown, L. A. W. "
6 Bronscomb, F. J. "
7 Bourquin, Amos "
8 Diedrich, E. A. "
9 De Marais, Arthur "
620 Fontz, W. R. "
1 Hunkins, E. L., Hyman & Mill "
2 Van Hoorbeke, W. C., 327 Hyman av "
3 Lynch, T. J. "
4 Maud, F. J., Hyman & Galena "
5 Macmillan, J. F. "
6 Scott, A. B., box 490 "
7 Walker, Paul, box 1015 "
8 Wilson, W. R. "
9 Young, E. W., 206 So. Galena "
630 Paine, E. W., box 285 Buena Vista
1 Rodda, Richard R., box 174 Central City
2 Tiger, Louis, box 354 "
3 Baumann, J. D., 112 Opera House blk Denver
4 Emerson, Prof. Edwin, 737 Penn. av "
5 Harris, Henry B., 112 Opera House blk "
6 Bold, W. K. La Junta
7 Wright, Robert "

Over 127,000, CONNECTICUT, 22-1637.

B. W. C.
638 Bates, Robert W., Logan Bridgeport
9 Morris, Julian W., 131 Arctic "
1 Bristol W. C. "
640 Patterson, T. H., 22 Prospect pl Br'sol
H. W. C.
1 Cadwell, Frank Elmwood
2 Comber, Ben. "
3 Stocking, Wm. R. Glastonbury
4 Fisher, C. L., 315 Park Hartford
R. W. C.
5 Austin, Wm. J., box 1087 Rockville
6 Carpenter, John T., box 1072 "
7 Laubsher, Charles, letter carrier "
8 Ludington, Myron A., box 153 "
9 Matthews, Chas. H., box 1062 "
650 Raiche, John J., box 1016 "
1 Schlopp, Frank, 174 West Main "
Unattached.
2 Mason, C. E., 355 Main Danbury
3 Palmer, Edward C., 115 Pearl Hart's
4 Kelley, Alan C., 156 Sargeant "
5 Washburn, Mabel C., 22 Prospect "
6 Robbins, Irving C. Poquetanuck
7 Latimer, W. J., 129 So. Main Torrington
8 Spittle, John, 39 Cook "
9 Chapin, Geo. F. Wethersfield

Over 127,000 DELAWARE, 1-272.

Unattached.
660 Smith, Lotta, Mt. Vernon Smyrna
Over 127,000, DISTRICT OF COLUMBIA, 5-848.

Unattached.
661 Reichmann, Carl, 2020 G Washington
2 Welch, Rosta B., 3307 N St N W "
3 Wilcox, C. DeW., 2119 O "
4 Bailey, Vernon, Depot of Agriculture "
5 White, Clarence B., 120 E. N. W. "

Over 127,000, GEORGIA, 2-262.

Unattached.
666 Berkmans, P. J. A. Jr., box 1070 Augusta
7 McCutcheon, W. E., care A. L. Thomas "

Over 126,000, ILLINOIS, 20-3490.

C. C. C.
668 Knapp, Harry Cambridge
9 Patton, Miss Alice L. "
Dwight C. C.
670 Fox, Daniel S., Chippewa Dwight
C. C. C.
1 Schilsky, Albert, care Ferguson Store Springfield

Unattached.
672 Brown, Ralph, Belvidere
3 Cosgrove, T., 722 Whitney
4 Fiel, Edgar, 215 Keewauke
5 Wiley, Oscar R., box 74 Casey
6 Prickett, Bert, Centralia
7 Art, Wm. H., 1675 Old Colony b'dg Chicago
8 Cooper, Wm. T., 3513 Halsted
9 Dowling, Edward J., 272 Wabash av
680 Gates, Chas. G., 2440 Mich. av
1 McDaniel, Harry, 730 W. 44th
2 Robie, F. E., 306 S. Leavitt
3 Weaver, Fred, 6056 Monroe av
4 Clark, C. A., box 4 DeLong
5 Smith, F. W., 48 Ayers Harvard
6 Correo, R. E., box 88 Savanna
7 Greene, F. W., College av Upper Alton

Over 127,000, INDIANA, 35-2063.

L. A. W.
668 Nebeker, S. A., Stevenson bldg Indianapolis
9 Patterson, Sam, Ind. Chain Co.
690 White, Earl T., 306 E. Mich.
Unattached.
1 Debaugh, Otto, Mt. Auburn av Iunkirk
2 Morgan, L. F.
3 Albrecht, Chas., 326 Davidson Indianapolis
4 Coffin, D. W., 1243 N. Ills.
5 Eden, Miss Kate, 719 Capitol av N.
6 Rhodes, Clarence
7 Warner, J. W., Chandler and Taylor
8 Zener, C. M., care Rbt. Zener & Co.
9 Black, Oscar W., 1203 E. Main Muncie
700 Irons, Chester A., 415 So. Blaine
1 Jones, Ivor, 321 E. 9th
2 McNaughton, Walt., Walnut and
3 Otstot, John G., 121 W. Charles
4 Rowe, Chas. A., 121 W. Charles
5 Blair, Chas. A., Postal Tel. Co. Richmond
6 Craighead, E. W., 135 S. 13th
7 Estelle, Harry F., 113 S. 13th
8 Fihe, Leo H., 1413 S. 9th
9 Gould, Fred A., 530 Main
710 Hiatt, E. F., 61 S. 15th
1 Jenkins, W. E., W. 3d and Pearl
2 Kimmell, Elmer E., 33 N. 9th
3 Korthaus, Will, 34 S. 6th
4 Moore, E. A., 1022 Main
5 Marshall, Burt E.
6 Morrow, Harry E., 517 Main
7 Nusbaum, Oliver P., 27 S. 10th
8 Rost, Albert F., 9th and Main
9 Young, Will F., 141 Randolph
720 Carter, Chas. E., 440 N. 9th Terre Haute
1 Anderson, Harry F., Union City
2 Tilburn, E. O., 710 E. Walnut Washington

Over 127,000, IOWA, 5-730.

Unattached.
723 Finkle, Robert, 609 Jefferson st Burlington
4 White, J. A., 209 Marietta st
5 Berryhill, J. G., Des Moines
6 Dunlop, Anna, State Center
7 Gilbert, Harold

Over 127,000, KANSAS, 3-407.

Salina B. C.
726 Dessery, Eli J., 104 S. Santa Fe Salina
9 Harvey, Edd, 255 S. 7th
Unattached.
730 Spaulding, J. A., 501 Com'l st Atchison

Over 127,000, KENTUCKY, 9-884.

Kenton W. C.
731 Smith, Thos. E., Covington
2 Vickers, Arthur L.
3 Wisenall, Paul
Unattached.
4 Langham, Arthur G., Columbia bldg.
5 Lineington, A., 1025 4th st Louisville
6 Mills, L. M., Mayaville
7 Cain, Mrs. M., box 203 Mortons Gap
8 Davis, D. D., St. Bernard Coal Co.
9 Nall, D. S., 227 Crittenden Owensboro

Over 127,000, MAINE, 5-486.

Unattached.
740 Bonney, Jas. T., 1346 Wash. st Bath
1 Clark, L. M., 40 Bowdoin st Portland
2 Snow, Mrs. L., 1 Carroll st
3 Small, Mrs. Clarence W., 34 Dering av
4 Talbot, C. M., 587½ Congress st

Over 127,000, MARYLAND, 5-1728.

Unattached.
745 Butler, J. I., 112 Jackson sq Baltimore
6 Gansberg, Wm., 616 W. Mulberry st
7 Eltemiller, W. H., 1829 W. Fayette st
8 Coursey, S. Chester Centreville
9 Kline, Otis Elkton

Over 127,000, MASSACHUSETTS, 168-11,261.

Comfort C. C.
750 Pense, Fred W., 353 Cambridge st Al'son
Windsor B. C.
1 Jones, Fred R., 8 High st Amesbury

Met. W.
2 Anderson, G. H., 2212 Wash. st Boston
3 Seaver, A. H., 37 Temple
Shoe City W.
4 Alden, A. C., 4 Centre st Brockton
5 Dunbar, H. J., 71 Centre
6 Dunbar, W. L., 71 Centre
7 Leavitt, Edw. H., 44 Fuller
8 Snell, H. C., 16 N. Warren av
Middlesex C. C.
9 Rowell, Guy C., 1039 Mass. av Cambridge
Press C. C.
760 Roaf, A. B., 184 Broadway Cambridge port
Review C. C.
1 Black, Chas. H., 101 Wash. av Chelsea
2 Walker, Edw. H., Lafayette av
3 Baker, Madison M., 8 Fitz terra e
Natick C. C.
4 Smith, Jesse W., box 78 Cohituate
5 Borden, Herbert A., box 64 Fall River
F. R. Q. C. C.
6 Gee, W. F., 124 Cottage
Crescent B. C.
7 Surprenant, Exare, 1781 N. Main.
National C. C.
8 Howe, Elmer E., 24 Franklin Haverhill
H. Rogers.
9 Bartlett, Geo. A., Church st Holliston
Gute Zeit.
770 Weston, H. E., West st Leominster
Good Roads C. C.
1 Allison, Geo. Grant, 136 M. untain av Malden
Bowery B. C.
2 Waterhouse, Marsden Maynard
Circuit C. C.
3 Fennessey, Jas. F., 22 Lyman st
Newton Centre
4 Polly, B. W.
5 Sanderson, F. A., 16 Albany av
6 Webb, Wm., 732 Beacon st
Suffolk B. C.
7 Beckman, Fred H., 68 Kerdall st Roxbury
8 Minden, Michael, 40 Blue Hill av
Press C. C.
9 Hill, Geo. N., 90 Warren st
Vesta C. C.
780 Sullivan, Timothy J., 24 Third
Springfield B. C.
1 Ley, Fred F., 133 Sherman st Springfield
Somerville B. C.
2 Titus, J. S. N., 37 Elenwood
West Somerville
Unattached.
3 Timmins, Patrick J., 242 Lincoln st Allston
4 Combs, B. F., box 45 Assonet
5 Brown, Jas. G., 75 Essex st Andover
6 Claflin, Chas., 75 Essex st Attleboro
7 Webber, W. G.
8 Adams, Chas. L., Inst. of Tech.
9 Beard, Mrs. Chas. F., 365 Marlboro
90 Doherty, John F., 2 St. Charles st
1 Carney, John S., 33 E. Springfield
2 Dunlavy, Michael, 50 St. Germain
3 Duffy, Dr. Albert J., 282 Columbus av
4 Pagani, Henry G., 175 Mass. av
5 Russell, J. H., Lancers' Armory, Bulfinch st
6 Stimpson, Edw. Y., 193 Beacon st
7 Porter, Walter, 67 Milk st
8 Everett, J. F., 18 Huntington av
9 Pease, Chas., 40 Walham st
800 Dougall, Edgar, 120 Tremont st
1 Lowe, Frank B., 83 Cary st Brockton
2 Baker, A. H., 44 Main st
3 Morton, John J., 61 Scamore av
4 Thatcher, Dr. Geo. A., 536 Main
5 Alger, Everett M., 102 Green
6 Wade, Annie E., 14 Highland
7 Connor, Chas. H., 45 Walter av Brookline
8 Coughlan, John J., 5a Harvard st
9 Fogarty, Geo. L., 12 Stearns st
910 Haggerty, Frank J., 10 Taber pl
1 Lamb, Henry W., 138 High
2 Entwistle, Geo., 26 Rutland sq Campello
3 Leach, Geo. H., box 824
4 Easterbrook, F. W., 125 Cambridge
Charlestown
5 Endicott, Mrs. Fannie P., Lafayette
6 Ferguson, Eugene L., 2 Silk st Chelsea
7 Furbush, G. W., 12 Winnimmet
8 Braxton, Clifford B., 5 Falcon East Boston
9 Lavers, Fred W., 86 Lexington st
820 Bailey, Dudley P., 121 Linden st Everett
1 Alsterberg, Fred A., 229 Main
2 Cummings, Wm. C., Englewood st
Dorchester
3 Coleman, J. M., box 158 East Walpole
4 Chace, Geo. A., 346 Duffee Fall River
5 Mahoney, J. H., 165 S. Main
6 Smith, John, 887 Second st
7 Robinson, Alfred, 222 Bedford st
8 Dowd, John, 948 N. Main
9 Damon, R. L., Derby H. use
830 Boyce, Enoch V., box 1
1 Lamb, Frank LaRue
2 Wright, Chas. F., 152 Pearl
3 Wilby, G. Ernest, 37 Jordan
4 Dalrymple, J. A., 87 Wash. st
5 Wing, Frances A., box 396
6 Lambert, Edward C., Hilldale av
7 Mills, Annie Louise, 4 Pentucket st

8 Barber, Wright S. Hoosac Tunnel
9 Lackey, John H. Hubbardstown
840 Gates, Alice F.
1 Cameron, Miss Georgie, 76 Spring Park Jamaica Plain
2 Folsom, Frank H., 8 Holbrook st
3 Durning, Jas. A., Holbrook st
4 Davis, Chas. H. J., 5 Argyle
5 Kinney, Oscar F., Leominster
6 Allen, Edwin B., Columbia Hotel
7 Cole, D. B.
8 Thorning, F. A., 229 Moody L. well
9 Lund, John M., 39 Elliott
850 Hawkins, L. W., 24 Goodwin st Lynn
1 Burnham, Samuel F., 86 Magnolia av
2 Wakefield, F. P., 4 Haskins st Malden
3 Merrill, Edward O., 55 Francis st
4 Willard, Miss Alice, 15 Front Marlborough
5 Sullivan, Thos. G., 4 Eagle Mill pl Mattapan
6 Binns, Fred C., box 626 Maynard
7 Croosley, Wm. J., box 224
8 Denniston, T. C. Jr., box 146
9 Axford, Albert E., box 150
860 Farquhar, Robert Jr., box 217
1 Schofield, Fred
2 Whittaker, Joshua, box 558
3 Nevins, Timothy J., box 463
4 Roberts, Geo., box 514
5 Mitchell, W. W., Main st Medfield
6 Packard, Wm. A., 161 Main st Medford
7 Macdonald, Geo. F., 33 Brunswick pk Melrose Highlands
8 Browne, Wesley S., box 499
9 Jarvis, H. G., 31 Oakman Monson
870 Nichols, Myron A., Grant st Needham
1 Pierce, Andrew G., 2 Orchard New Bedford
2 Grab, F. A., Union st Newton Centre
3 Paul, Irving C., 79 Union st
4 Willams, Guy P., box 101
5 Kemp, Burdelle S., 82 E. Quincy North Abington
6 Ottmuller, W. E., Main North Adams
7 Denton, Jas. A., N. Holden
8 King, Miss Eleanor, Wash. st
9 Ames, F. L., Norwood Central
880 Pierce, A. H., North Easton
1 Phinney, Blanche Raynham
2 White, John J., care E. C. Choate Reading
3 Hunt, Clifford Readville
4 Irwin, Richard G., Rockland
5 Kunz, Otto C., care T. H. Conley Rockville
6 Dunn, Arthur, 109 Zeigler st Rosindale
7 Rich, Chas. S., 36 Dean Roxbury
8 Watson, Thos. W., 47 Bainbridge st
9 Hinckley, Chas. A., 18 Kingston st
890 Gramelsbacher, F. J. Shirley
1 Conant, John G.
2 Donovan, Jas. F., box 128 Southboro
3 Colchester, Arthur E., 413 4th st
4 Gifford, E. C., 563 7th st South Boston
5 Phillips, Thos. F., 13 Thomas park
6 Rindlett, Geo. E., 906 E. Broadway
7 Reed, G. H., box 495 South Frammingham
8 Thompson, D. E., 27 Freeman st
9 Bailey, John, South Lancaster
900 Williston, Wm. H., 59 Columbus av
1 Keith, Harry M., 61 Medford st
2 Barnes, Ernest G. Sturbridge
3 Beckford, W. S. Townsend
4 Sprague, Albert L., box 83 Uxbridge
5 Ziegler, Max, Walnut Hill
6 Jones, Leonard W., 7 Winthrop st
7 Stimm, E. L., M. S. F. M. Waltham
8 Goodrich, Altkon, box 8 Waverly
9 Rogers, Wm. F., Abbott road Wellesley Hills
910 Lyon, Wm., Forest st
1 Smith, D. A., box 384 West Gardner
2 Prior, Andrew, 27 Girard court
3 Buhrman, E. R., box 288 Westboro
4 Jackson, J. E., Whitney House
5 Bixby, J. P., M. D., 55 Elm Woburn
6 Lull, Herbert Warren, 40 Arlington st
7 Clark, F. S., 35 Central av Worcester
Over 127,000, MICHIGAN, 36-1961.
Detroit W.
918 Davies, Harrison L., 232 Champlain st
9-Hurlburt, Henry S., 268 Warren av Detroit
920 Ward, Chas. B., 39 Mich. av
Unattached.
1 Sweet, G. L., Postal Tel. Office Ann Arbor
2 Potter, Ernest F., 171 3d st Pay City
3 King, Anson Central Lake
4 Flandermeier, Francis H., 16 Chicago
5 Bethel, Percy G., 48 Shelby st Cldwater
6 Brandau, August, 234 28th st Detroit
7 Belanger, Harvey F., 92 Griswold st
8 Cox, Chas. C., 171 2d av
9 Gilbert, G. J., 137 Myrtle st
930 Harding, W. B., Wagner Palace Car Co. Detroit

- 1 Klein, Wm., 423 Levenois av " "
 2 Lusk, E. H., 491 Hancock West " "
 3 Mulford, Frank, 48 Jones st " "
 4 Hill, Jos., 170 Columbia st East " "
 5 Riley, C. H., Wagner Palace Car Co. " "
 6 Thomson, D., Wagner Palace Car Co. " "
 7 Shibert, Wm., 510 Levenois av " "
 8 Hall, S. A. " Essexville
 9 Burns, Will " Fremont
 940 Powers, John W., 26 Perry st " "
 1 Elliott, Jasper " Grand Rapids
 2 Dibbs, E. Roy " Northville
 3 Clippinger, John W. " Pipestone
 4 Ruppert, E. O., Main and Center " "
 5 Bartholomew, Chas. H. " Sebewaing
 6 Lowry, Jas. " Tecumseh
 7 Slayton, Chas. A. " "
 8 Acherman, Albert, box 306 " Three Oaks
 9 Davidsen, T. E., box 24 " "
 950 Gable, D. F., box 78 " "
 1 Green, F. M., box 173 " "
 2 Lusso, Albert, box 306 " "
 3 Smeaton, John " Trenton

Over 127,000, MINNESOTA, 1-490.

- Unattached.
 954 Brooks, A. A., 1404 N. Broad st Mankato
 Over 127,000, MISSOURI, 11-1243.
 P. C. W.
 955 Parks, E. C. Jr., 320 George Louisiana
 6 Hager, Louis, 2648 Wyoming st St. Louis
 Unattached.
 7 Wood, W. W., Cape Girardeau
 8 Allen, Jno. Robert, 301 Mansion st Louisiana
 9 Crow, Max J., 415 S. Fifth st "
 960 Callaway, Jas. G. " Mexico
 1 Davis, Henry B., 607 N. Girard av St. Louis
 2 Jones, C. N., St. Louis Club "
 3 Nolte, Mrs. W. C., House of Refuge "
 4 Sharp, F. C., 715 Union Trust bldg "
 5 Stifel, Otto F., 1911 N. 14th st "

Over 127,000, NEBRASKA, 2-393.

- Unattached.
 966 Armstrong, Geo. J. " Central City
 7 Spelman, L. P. "

Over 127,000, NEW HAMPSHIRE, 1-981

- Unattached.
 968 Kenney, Wilford M. " Littleton

Over 127,000, NEW JERSEY, 5-6031.

- Unattached.
 969 Lafferty, W. H., 315 N. 11th Camden
 370 Montgomery, R. W., 539 Penn. st "
 1 Wells, Mrs. Frederick S., 13 21st st "
 2 Twing, Rev. Cornelius W. " Haled n
 3 Martinson, John, box 82 " Rocky Hill

Over 127,000, NEW YORK, 142-24,509.

- Volunteer Bl. Club.
 974 Rennie, Chas., 6 Hunter av Albany
 5 Ainsworth, Jas., 331 Ralph av Brooklyn
 6 Wardley, John T., 313 1/2 State " "
 7 Leveque, H., 148 Hicks " "
 8 Sparrow, J., 148 Hicks " "
 9 Kling, David, 121 Remsen " "
 980 Leatham, Richard W., 142 Waverly av " "
 1 Devine, B. L., 47 Greenwood pl Buffalo
 2 Ihde, Walter F., 382 Michigan " "
 3 York, Rev. John C., box 397 Huntington
 4 Williams, Frank " Meadowbrook
 5 Weed, Chas. G., 24 Grand " Newburgh
 6 Bony, Godfrey F., 551 Broome New York
 7 Gebhard, G., 23 N. 61st " "
 8 Stumm, John E. A., 465 W. 51st " "
 9 Thorne, Addison D., 973 3d av " "
 990 McConnell, Robert T., 705 E. 142d " "
 1 Kenny, Michael E., 253 Spring, Engine 30 " "
 2 Lewis, Silas A., 222 Bowery " "
 3 Wilkinson, W. J., 222 Bowery " "
 4 Kenney, T. J., 214 E. 11th " "
 5 Macmillan, Newton, 30 E. Oneida Oswego
 6 Stanley, Frank, 20 Abeel " Rondout
 7 Bixby, Miss Geneva, 26 Floral av " "
 8 Brandt, Fred W., 19 Main " Binghamton
 9 Kelly, S. J., 72 State " "

Over 128,000.

- 000 Pierce, N. M., 130 Murray " "
 1 Pierce, Mrs. N. M., 130 Murray " "
 2 Sanders, Harvey H., 7 Court " "
 3 Douglas-Douglas, Mrs. Gertrude, 516 Nostrand av Brooklyn
 4 Groesbeck, Warren, 906 1/2 Lafayette av " "
 5 Hawpe, C. D., 98 Henry " "
 6 Hutton, John, 100 Park pl " "
 7 Jenkins, F., 830 Lafayette av " "
 8 Kloppenborg, Wm., Ocean Parkway and av B " "
 9 Kinsolving, Chas. J. Jr., 122 Amity " "
 10 Lohman, Fred, 109 Park pl " "
 1 Moore, Miss Clara L., Flatlands av " (Canarsie)
 2 Resenbrook, John F., 3d av, cor. 37th " "
 3 White, Chas. M., 169 Adelphi " "
 4 Colby, Jos. H., 154 Conselyea " "
 5 Fehleisen, Louis, Jr., 766 Macon " "
 6 Fowler, J. C., 446 Lafayette av " "
 7 Haas, August, 69 Morgan av " "
 8 Hirsch, Louis, Manhattan and Mese- role av " "
 9 Hussenretter, Wm., 1121 Jefferson av " "
 020 Hollis, Miss Emma E., 736 Bushwick av " "
 1 Kutz H. J., 492 State " "
 2 Kraft, T. V., Jr., 457 Van Buren " "
 3 Lyman, H., 91 Columbia Heights " "
 4 Ney, Hermann, 292 Marion " "
 5 Schalenbeck, Fr. d., 118 Harrison av " "
 6 Tappen, Edgar, 694 Quincy " "
 7 Voorhees, John K., 40 Konwenhoven pl " "
 8 Frost, Lowell C., 786 Delaware av Buffalo
 9 Hayward, Albert E., 221 Hampshire, " "
 030 Wilson, Daniel, 32 Hunt av " "
 1 Hayes, Dr. Frederick A., 91 Broad- way " "
 2 Hurley, John C., 448 W. Ferry " "
 3 Stearns, Geo. R., M. D., 201 Linwood " "
 4 Upper, Mrs. Carrie, 216 West Utica " "
 5 Youngs, Q. M., " Canajoharie
 6 Shoemaker, Floyd, " Elmira
 7 Anderson, William H., " Greec
 8 Barrett, James W., " Hankins
 9 Menzel, Wm., Box 23, " Islip
 040 Baber, Willard H., Box 16, " Keeseville
 1 Cabell, Paul, 373 Washington av Kingston
 2 Wheelan, Miss Sadie, Abeel st and Wilbur av " "
 3 De Witt, Richard, " "
 4 Brotherton, H. A., Nathalie av " "
 5 Porter, Stephen O., " Kingsbridge
 6 Korster, G. W., Box 954 " Long Eddy
 7 Borhelm, Chas., Box 832 " Lyons
 8 Kingsley, Arthur, Box 1091 " "
 9 Meligan, Burton C., Oriente Mamaroneck
 050 Hamilton, Joseph F., " Manhasset
 1 Greenfield, W. E., " Moravia
 2 Russell, Eli R., 71 Carson av Newburgh
 3 Russell, Mrs. Sadie F., 71 Carson av " "
 4 Smith, Cassius M., New Hackensack
 5 Decker, George W., 135 Bond New York
 6 Getzler, Ellis, 46 Great Jones " "
 7 Gilbert, Chas. J., 128 E. 22nd " "
 8 Gibson, Hamilton, 19 West 34th " "
 9 Heller, Annie M., 157 7th av " "
 060 Langmann, Dr. G., 121 West 57th " "
 1 Mellwraith, James A., 74 Charles " "
 2 Mortimer, Robert, 16 W. 45th " "
 3 Oldrin, John Edward, 308 West 14th " "
 4 Oldrin, Mrs. John Edward, 308 W. 14th " "
 5 Seehusen, Henry A., 234 East 77th " "
 6 Voigt, Herman, 102 E. 129th " "
 7 Hulen, Eugene, 413 Broadway " "
 8 Bowser, C. W., Lambs Club, 70 W. 36th " "
 9 Browning, O. F., 332 W. 23rd " "
 070 Bishop, H. E., 46 West 27th st " "
 1 Constantine, Thomas B., 764 Union av " "
 2 Escobar, Dr. J. A., 242 W. 121st av " "
 3 Eger, Alex., 106 East 56th st " "
 4 Engelbrecht, Gustav, 707 West 50th st " "
 5 Freund, Benno, 6 West 115th st " "
 6 Goltz, Carl, 69 Amsterdam av " "
 7 Hulstrom, C. A., 209 East 28th " "
 8 Hiltgrave, Henry, 2201 Southern Boule- vard " "
 9 Kahn, Louis, 133 Wooster st " "
 080 Lichtenfels, Robert, 411 E. 56th st " "
 1 Mortens, Miss Josephine, 16 W. 38th st " "
 2 Phelan, J. E., 73 East 114th st " "
 3 Petersen, C., 247 Broadway " "
 4 Phelps, Louis N., 111 East 79th st " "
 5 Stein, G. R., 235 East 72nd st " "
 6 Stein, Francis V., 1025 Ave. A " "
 7 Trowbridge, Frank W., 75th st & Mad. av " "
 8 Weiss, Ed., 2046 8th av " "
 9 Weiss, Charles, 1032 East 169th " "
 090 Wilcox, L. Harry, 426 Cen. Park West " "
 1 Wickham, Huntington W., 10 E. 56th st " "
 2 Winne, Howard C., 5 East 125th st " "
 3 Willard, Grace, 1 West 44th st " "
 4 Strang, Samuel P., 20 Main st " Owego
 5 Thompson, A. Chase, 101 Front " "
 6 Thompson, George W., 101 Front " "
 7 Merrett, F. M., 55 Seneca st " Penn Yan
 8 Gates, Dwight J., Box 201 " R. d. w. d
 9 Watters, Wm. F., Box 779 " Rochester
 100 Davis, C. Schuyler, 118 Front " "
 1 Gibbon, De Witt C., 172 E. Main " "

- 2 Kimball, Harold C., 13 Argyle " "
 3 Kimball Mrs. Harold C., 13 Argyle " "
 4 Thrasher, F. M., 243 North, " Rosendale
 5 Halloran, Rev. Edward " S a Cliff
 6 Bauer, Valentine, Box 133 " "
 7 Wilhelms, Conrad, Box 133 " "
 8 Jackson, Thos. H., Box 1396 Schaghticoke
 9 Miner, W. A., M. D., 21 Spring st " Sing Sing
 110 Gill, Wm. A., 18 Wood Court Tarrytown
 1 Hitchcock Frederick M., Hanford pl " "
 2 Baxter, Charles, 194 Main st Watertown
 3 Clarke, R. B., 72 Stone st " "
 4 Thompson, Thomas C., Box 175 " White Plains
 5 Cook, F. A., 4 Union Place " Yonkers

Over 128,000, NORTHERN CALIFOR- NIA, 1-245.

- Unattached.
 116 Deering, F. P., 14 Sansom st " San Francisco

Over 128,000, OHIO, 22-2789.

- E. P. C. C.
 117 Nusbaum, Meyer, Box 7 " East Palestine
 8 Woods, John B., No. Market st " "
 9 Bryant, Wm. G. (P. O. 23 Lincoln av. " Toledo
 10 Unattached.
 120 Evener, Robert H. " Amesville
 1 Painter, W. M., " "
 2 Plintz, Benj., 2336 Grand View av Cincinnati
 3 Kahn, Harry R., 611 Rockdale av " "
 4 Wildberg, A., 2613 Ashland av., W. H. " "
 5 Dorn, F. G., 289 Scovill av " Cleveland
 6 Fetzter, Albert P., 95 Benton st " "
 7 Gelink, W. J., 259 Union st " "
 8 Hassmer, Wm. L., 97 Salisbury av " "
 9 Bruchler, Geo. H., 239 Dare st " "
 130 Horr, Norton T., 108 Oakdale st " "
 1 Graham, Thomas B., Hotel Corodoli " Columbus
 2 Cone, F. W. " Hixon
 3 Peeler, William, Box 105 " Migao Junction
 4 Dolbeer, J. W., 97 Old Dayton rd Springfield
 5 Henderson, Clarence, 277 Clifton st " "
 6 Wright, Albert A., 231 E. Grand av " "
 7 Baird, H. C., Findlay av " Zanesville
 8 Osterie, John " Xenia

Over 128,000, PENNSYLVANIA, 162- 23,427.

- Alt. Bl. Club.
 139 Schumberg, B. F., 1209 16th " Altoona
 140 Cook, Jas. W., " Beaver Falls
 1 Rahily, J. V., " "
 2 Smith, H. L., " "
 3 Sterling, S. H., " "
 4 Spahr, Mrs. C. L., " Tarentum
 5 Black, Wm., D. L. & W. Station Danville.
 6 Arrow C. C., " "
 7 Shafer, Frank C., 156 Long av Du Bois
 8 Bee, Charles " New Kensington
 9 Snyder, Albert H., Box 21 " "
 150 Burns, Daniel, 5th av " "
 1 Maerschal, Geo. D., " Harrisburg Wheel.
 2 Boyle, Louis N., " Scranton Bl. Club.
 3 Andrews, C. C., 433 6th " Marshwood
 4 Bradbert, J. F., 402 Commonwealth Bd " "
 5 Brown, W. J., 520 Vine " "
 6 Bedford, C. R., 545 No. Washington av " "
 7 Coursen, Col. H. A., 416 No. Washing- ton av " "
 8 Dale, T. Hanford, 444 Jefferson av " "
 9 Decker, H. P., 107 No Main av " "
 160 Emerich, Fred, W., 514 Taylor av " "
 1 Fellows, E. D., City Hall " "
 2 La Bar, R. N., 419 Vine " "
 3 MacMillan, W. S., Hotel Jermyn Bldg " "
 4 Perry, U. N., 205 Wyomel av " "
 5 Rushmore, James F., 207 Washington " "
 6 Zimmerman, C. W., 286 Cherry Dun'e " " C. C. Club.
 7 Ward, V. B., " Titusville
 8 Whiteman, Harry A., 58 Union Wilkabarre " "
 9 Crea, Jas. E., 181 Juanita " Allegheny
 170 Erhard, Fred., 163 Juanita " "
 1 Matheek, R. R., 59 Woods Run av " "
 2 Rubner, George, 63 Main " "
 3 Davis, W. L., 800 6th av " Altoona
 4 Rhoads, Joseph, Box 134 " "
 5 Rhoads, Martin " "
 6 Mairs, Jerrie " "
 7 Conrad, W. N., " "
 8 Neill, H. A., Box 213 " Burg Ustown
 9 Roberts, W. K. P. " Chester
 180 Wolford, Robert H., 51 E. Main " Corry
 1 Verlinden, W. Lane " Darby
 2 Burkholder, J. G., " "
 3 Glieseimer, Mrs. P. E., 19 Jared Du Bois " "
 4 Rosentee, J. E. " Ebn-burg
 5 Smith, Harry " Edinboro
 6 Ford, J. C. " Eldred

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7 Snyder, John L.	Elizabethtown	3 Merritt, Geo. K., 801 E. Allegheny av	8 Humphrey, Wm. E.	Providence
8 Beamish, Charles, 311 Earham Terrace	Germantown	4 McKee, J. W., 2962 Richmond	9 Pollard, Earnest C.	"
9 MacCreery, Robert B., 4533 Green	Gordon Heights	5 O'Kane, Joseph, 1124 Snyder av	310 Cooke, Henry W., 3 Custom House st	"
10 King, George B., Jr.	care David G. Watkins	6 Ritterson, Charles, 1115 Collar st		
1 Cotter, J. J.	State Dept., Harrisburg	7 Robinson, Wm., 3465 Cresson st., Falls		
2 Daggett, Geo. E., 1424 No. 2nd	"	8 Ross, Robert H., 511 Reading Terminal	1 Hawkins Geo. A., 378 Elmwood av	
3 Roberts, Thomas, Box 80	Jermyn	9 Selfe, Wilfred M., 1718 No. 15th	2 Peace, Harry M., 378 Elmwood av	
4 Horrochs, John H., 1125 Cottage pl	Johnstown	260 Simons, J. B., 28 No. 15th	3 Swenson, Peter W., Box 884	
		1 *Stolworthy, Miss Elizabeth, 2745 No. 5th	4 Bowen, Edward V., Sr.	Silver Spring
5 Forrer, J. D., Johnson Co.	"	2 Steedle, Ogden, 110 No. 11th	5 Long, Leonard J.	Wickford
6 Hoffman, Josiah C., Belvidere Hotel	"	3 Sprague, C. H., 1627 Francis		
7 Ream, H. M., 422 Chestnut	Lebanon	4 Springman, G. Henry, 2433 Grant av		
8 Stoll, George, 20 No. 9th	"	5 Verdier, Edward, 2209 E. Susquehanna av		
9 Coole, David	Leetonia	6 Garrett, Robert U., 707 No. 43rd st		
200 Naegely, John	"	7 Garrett, Robert U., Jr., 707 No. 43rd st		
1 Flood Ned Arden	Meadville	8 Krohn, Berthel M., Phoenix Bridge Co		
2 Bressler, C. H.	Millhall			
3 Leicher, J. H.	Nanticoke	9 Brown, M. C., 431 Wood		
4 Charles, Charles S., Box 25 New Brighton	"	270 Nelan, C. R., 5851 West Adler		
5 Dithridge, Wm. I., Box 110	"			
6 Gibson, F. S., Box 31	"	1 Phelps, John C., 301 Smithfield		
7 Hope, Harry, Box 245	"	2 Wickham, Smith, 1733 Forbes		
8 Townsend, John M., Box 555	"	3 Ferguson, J. R., care Natl Lead & Oil Co.		
9 Hculette Thomas, Box 303	"	4 Hanlin, G. S., 2 Carson		
210 Lourimore, H. T.	"	5 Schussler, Edward, 100 North Main P t taton		
1 Avery, Floyd	Noblestown	6 Bye, Mahlon J.		
2 Molony, F. M., 1320 De Kalb at Norristown	"	7 Timlin, J. J.		
3 Spangenberg, T. U., 606 Marinel Peckville	"	8 Kline, M. S., Elk Co. Nat. Bank		
4 Brandon, Flora S., 2438 Poplar	"	9 Hoover, Oliver O.		
		280 Eavenson, Howard N.		
5 Dugan, Rev. Geo., 2314 E. Dauphin	Philadelphia	1 Herbst, David C., Broad st		
6 Dowling, C., 2215 Lambert	"	2 Robbins, C. S.		
7 Ford, J. W., D. D., 18th st and Co-	"	3 Stackhouse, A. W.		
8 *Humbell, Mrs. Amanda, 2124 No. 17th	"	4 Brown, David Paul		
9 *Smith, Lizzie P., 524 Berks	"	5 Keller, R. B., Main		
200 Allen, William H., 2741 Ann	"	6 Stahl, William, Tel. Oper.		
1 Becker, W. A., 343 No. 4th	"	7 Condell, Chester, 6401 Edmund		
2 Berry, A. D., 4152 Ledy av	"	8 Davis, Ellis W., Edmund & Lovick		
3 *Bremen, Mrs. Annie, 2745 No. 5th	"	9 Hogg, James H., 309 East Central av		
4 Bowers, Harry, 517 Chestnut	"			
5 *Barton, Miss Isabel, 2207 Fitzwater	"			
6 Brown, Geo. A., 3705 Spring Garden	"			
7 Curry, W. H., 3302 No. 20th	"			
8 Caskey, Wm. J., Holmesburg	"			
9 Carroll, Thomas, 3062 Hartville av	"			
200 Cain, William J., 833 Jackson	"			
1 Carpenter, Caspar B., 4897 Rubicam	"			
2 Cartwright, Wm. E., 809 No. 98th	"			
3 Davenport, Jas. M., 1029 Ridge av	"			
4 Deeks, Mrs. W., 5421 Merion av	"			
5 Emgable, John H., 3132 Milk	"			
6 Given, Wm. H., 1733 Filbert	"			
7 *Given, Lillian T., 1733 Filbert	"			
8 Hoyer, J. David, 2149 No Park av	"			
9 Hines, Daniel, 1634 Carlisle	"			
240 *Hill, Miss Alice, 1624 Swain	"			
1 Howell, Harry, Lawrence and Susquehanna av	"			
2 Herman, Ferdinand P., 2909 No. 7th	"			
3 Hirsh J. A., 1718 Spring Garden	"			
4 Herz, Herman, 130 Diamond	"			
5 Heyl, Charles C., 4050 Aspen	"			
6 Haffa, George A., 1023 Fairmount av	"			
7 Hollinshead, J. S., 4409 Chestnut	"			
8 *Jenkins, Miss H. A., 3614 Hamilton	"			
9 Leeds, Chas. W., Jr., 2224 Saybr st	"			
250 Locker, Walter A., 1640 W. Susquehanna	"			
1 Markmann, Ernest, Jr., 2708 Lawrence	"			
2 McCully, Annie, 2106 Carpenter	"			

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

STERLING ELLIOTT.

GERMAN cycle exports for 1897 amounted to \$1,981,000.

THE "cycling season" opens a little earlier and closes a little later every year.

THERE are 8,000 cyclists in Bombay.

BICYCLE elopements are occurring in England.

SIT up straight as a matter of form.

DON'T put off till to-morrow a cycling trip you can enjoy to-day.

A LITTLE care is sometimes better than a repair-kit.

TOURING by cycle promises to be very popular this year.

As THE bars are bent the back's inclined.

AND the cameras came also.

QUERIES AND ANSWERS

F. N. S. — The renumbering of League members has been mentioned in the L. A. W. BULLETIN many times. Your new number is 54,965.

S. M. J. : — Coasting is not so generally indulged in as formerly. Great caution should be exercised, especially if the wheel has no brake.

D. F. R. : — "Lady-back" tandems are quite popular in England, and many are in use there.

No. 124,755 : — Probably no dealer in this country now carries any tricycles, except cheap juveniles, in stock, and very few makers build them for adults.

No. 163,932 says that salt and vinegar are good to clean aluminum reflectors of cycle lamps.



CYCLERS' SNAP SHOTS.—SHADY HIGHWAY, PINE BROOK, N. J.
Photo. by Aleck Merriman, East Orange, N. J.

"The Professor has such an original manner, has n't he?" "Yes, one might almost call it aboriginal."

The Good Roads Club, lately formed at Duluth, Minn., proposes to build a cycle-path on Superior street, between London road and the West End, for a distance of six miles.

RIDE a wheel and shame the doctor. Punctures cost less than pills.

EVIL attachments corrupt good bicycles.

Fanuil, Masachewsets.

Deer Uncle Br latin :

The dede is dun. We hev loked ovr larst on the seems uv ovr yuth. Weev run away saim az I rote we wuz goin tew. We dun it larst nite. Az the orful our uv midnite peeled 4th frum the eyrun tungs uv the clanging bels we stal frum ovr bedds an hurridlie left the hous. I hed bin tew the refridgerater and gut a coald chikin and sum ham. I gut apoket-ful uv frostid caik outer the pantrie tew. Goary Gus hed brot a jar uv preezurvs and a peese uv coald befe-stake and a big hunk uv gingur bred. Ovr wheles wuz reddy whar weed left um and we mownted our fyrey untained charjurs and dashd madlie away intew the nite. Air mornin dorned we wuz far away in the expants uv trakles dessurt. T'want reely des-surt but we maid bleeve it wuz.



Twuz a turribul job ter carrie orl ovr stuf ter eet and ovr boy nives and trustie revolvurs on ovr wheles. Goary Guses whele hit a rok and he got hove orf and susstained a frack-ture uv his jar uv preezurvs. Thay wuz orl spilt around in the strete. Wel we dident want ter waist um. Sew we et az mutch uv um az we cood pik up. Thay wuz peech preezurvs and mity nise ecksept when yew bit on-tew a rok or sum sand whare thayed bin in the durt. We carried ovr ever reddy weepins in ovr pokets but the boy nives wuz so long we hed tew stuf em undur ovr jakits and thay kept hitin us in the chin when weed leen ovur on ovr wheles. We road orl the foarnune an stopt tew eet ovr frugel meel in a vast forrist. But a feler droav us orf fer trespassin. Weeve gut az far as Fanuil and weer goin tew kamp heer. Its grate fun.



Yure Luvin Neffyu
Shure Shott Sandy.

No. 182,622 says that if a felt washer is lost from a bearing a common corn shield can be fitted, and "makes about as good a washer as can be recommended."

"WHAT is your attitude on the Cuban question, Senator?" asked the "fresh" reporter.

"THIS!" said the bored-to-death statesman as he knocked the inquirer down. And the morning edition said that Senator Blank's attitude was a striking one.

"Me liege," said the Duke of Buckingham to Richard III., "if a cathedral official should become intoxicated, why would it make a noise in the world?" "I know not, me jovial Buck," answered the monarch; "Why would it?" "Because it would be a canon shot, old Three I's," roared Buckingham. In two weeks he was beheaded.

BUY A BICYCLE



that does not bear the ear
marks of the part maker...



MONARCH ...AND... DEFIANCE

are the embodiment of everything that goes into the construction
of up-to-date bicycles. We challenge the world to produce better.

\$60 — \$50 — \$40

SEND FOR CATALOGUE.

MONARCH CYCLE MFG. CO.

Chicago.

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In the Light

of our technical knowledge of many "others," we
offer our new Cycle Lamp as an especially desir-
able companion for night prowlings a-wheel.

Exceeding fair to see, and to see by, is



In construction it represents the best obtainable
material put together in the light of 57 years' ex-
perience as lamp-builders. In operation it yields
for 10 hours a wonderful flood of white, penetrat-
ing, unwinking light, which winds and jolts are
alike powerless to quench.

Upon receipt of \$2.50 we will send it by mail
prepaid to any address. A little circular will give
you all of its strong points. Shall we mail it?

R. E. DIETZ COMPANY,

Established 1840.

60 Laight St., New York City.

Clipper Prices.

Some Reasons Why

we have not placed a list price on our CLIPPER CHAIN
WHEELS are briefly given in our catalogue. List prices must
necessarily be fictitious in most localities. A CLIPPER SPECIAL
retails for \$125.00 in some foreign markets. In California it
is an \$80.00 bicycle. In Mexico the price is twice as much;
in South America, one and a half times as much; in Michi-
gan as much less as transportation and other expenses to
those markets amount to. The CLIPPER is sold all over the
world. A list price high enough for one country is too high
for another. To publish catalogues with different list prices
for these various markets means money, and lots of it.
With no list price, one edition of our catalogue is enough
for all; a big saving in itself.

A high list price is desired by "price-cutters," jobbers, and
"bargain-counter" people only. This class of dealers want
prices which can be cut. We know a prominent maker who
decided in July, '97 to build a bicycle "that could be sold at
\$50.00." He didn't try to make it worth more, but he carried
the idea, and gave out the impression, that his was a \$75.00
bicycle. Bargain-counter people advertised it as such. In
January, '98, he "cut his price" to \$50.00, the price he built
against. Is that bicycle worth more than any other wheel
made to sell for that price? A jobber likes a high list price.
He wants to sell his "little jobber" at 25 per cent. or 30 per
cent. off, so he can give his trade 20 or 25 per cent. off.
They all want a profit, and generally get it on the "list price"
plan of many makers. But, what do you get? Think a bit.
Isn't that kind of a \$75.00 bicycle a \$35.00 wheel in reality?

Some makers build a \$25.00 wheel, list at \$75.00, sell a
few at that price, then cut to \$50.00; sell a few more, and
cut again to \$35.00, and throw the balance of their product
into the auction-rooms and onto "bargain-counters" to close
out at \$25.00, the price they ought to have sold for at the
beginning.

Jobbers, "bargain-counter" people, and "price cutters"
don't care to handle the CLIPPER, "because it has no list
price to cut."

One of the latest schemes, a new one to the bicycle buyer,
is and has been successfully worked by several "bargain
counter" concerns, is the listing and advertising for months
a cheap bicycle at a high price, selling a few, and then cut-
ting the price \$20.00 or \$25.00, and refunding that amount to
purchasers who paid the long price. The writer of this ad-
vertisement was once a buyer and manager for a concern who
worked this "dodge" on an unsuspecting public, and sold a
novelty that cost less than \$5.00 each for \$12.00, after having
held it at \$18.00 for several weeks, selling a good many at
that price, and then advertising a bargain price of \$12.00,
and inviting all the \$18.00 buyers to "come and get \$6.00
back." The scheme worked, and the concern made enormous
sales at abnormal profits.

If you buy a CLIPPER bicycle, you won't get any such
"deal," as many are "stacking" up against you. We show
our hand honestly, CLIPPER bicycle rider always gets the
worth of his money. With competition sharp as it now is,
dealers can't get abnormal profits unless they resort to some
of these tricky methods. The dealers who represent the best
makers sell straight goods at straight prices. If any CLIPPER
dealer resorts to unbusinesslike methods to secure sales on
CLIPPERS, we want to know it. CLIPPERS are sold to the
dealer at a fair margin of profit. We ask and expect him to
sell his friends and customers at a uniform price, which gives
him a reasonable profit above cost "laid down." The CLIP-
PER SPECIAL costs more to build than any bicycle made and
listed at less than \$85.00. We bar none.

Send stamp for book on "Wheel Values."

THE CLIPPER PEOPLE,

Grand Rapids, Mich.