

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 29, 1898.

Number 17



A PENNSYLVANIA HIGHWAY.
Photo. sent by Chairman Highway Committee.

Subscription, \$1.00 per Year.

Special Club Rate to League Members Only, 25 Cents.

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Price, 5 cents.

PAID CIRCULATION, 100,057.

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PALMER TIRES

MARK THE HIGH GRADE WHEEL



"And the star-spangled banner, oh long may it wave
O'er the land of the free and the home of the brave."

Did you ever consider how much wear and tear a pneumatic tire stands? Did it ever occur to you that the two rubber tubes upon the wheels of a bicycle made possible the construction of such a fine piece of mechanism? Did you ever compare the tire with the bicycle? The one with its soft, velvety surface exposed to all the hardships of the highway, while the other, protected by the tire, glides along through space, its working parts of finest steel encased in steel, dust protected and perpetually bathed in oil or vaseline? And yet pneumatic tires quite frequently outwear bicycles. A man in Brooklyn bought a pair of Palmer Road Tires in the spring of 1894, rode them during the year, all through 1895, and a greater part of 1896—going over 21,000 miles without once removing the tires from the rims. A Chicago man rode a pair of Palmer Mexicans over 22,000 miles during 1896 while Jack George, of Philadelphia, covered during the past year, as much territory (32,479 miles) as falls to the portion of the average rider in four or five seasons.

THE PALMER PNEUMATIC TIRE CO.

CHICAGO

NEW YORK OFFICES: 66-68 READE ST.

The Soldier's Farewell.

He was ready to start for the scenes of strife,
Yet shed he never a tear
As he said "good-bye" to his loving wife,
And kissed his children dear.
But he paused to get one parting peep
In the shed where his wheel was kept
When he just collapsed in a sorry heap
And wept and wept and wept.

BICYCLE FUNERALS.

This is the notice which a Chicago undertaker is about to issue to the public:

FUNERALS CONDUCTED
BY WHEEL
TO
ROSEHILL, CALVARY, OAKWOODS
AND ALL OTHER CEMETERIES.
CHEAPEST AND MOST ELEGANT
SERVICE.

For the first time the wheel, which has been the constant companion of the living, is to be made the instrument of rendering to them their last rites when they are dead. The funeral procession will be entirely a cycling one. The cycle hearse, propelled by eight stalwart wheelmen, who seem almost like outriders as they move slowly along the road to

the cemetery, will be followed by a few cycle carriages for the aged or those of the mourners who cannot ride, and after them will come the great body of the friends of the deceased on their own wheels or on wheels hired for the occasion.

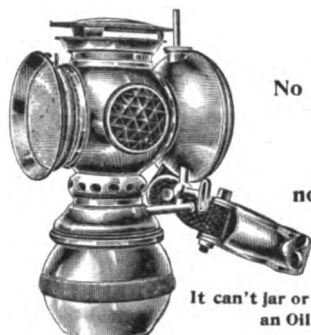
"It seems most proper and fitting to me," says the undertaker who is seriously considering the project, "that the funerals of those who have been ardent cyclers in life should be conducted by the aid of the wheel. At one time it might have seemed an undignified thing to convey the dead to their resting places in such a way, but that was when the bicycle was a mere instrument of pleasure. Now that it has come to be used for ambulances and hospital service, for business purposes and in military operations, there is no reason why it should not be the successor of horses in this sphere also. It is true some classes of people will object to it at first, but their opposition will soon be overcome, and the institution will be recognized as an established one."
— *The Evening Lamp*.

OIL AND PNEUMATIC TIRES.

The injurious effect that animal oils have on rubber is not sufficiently appreciated, according to a correspondent of the *India Rubber World*. "It makes no difference," says the writer, "how good the compound may be, a little bit of animal grease coming in contact with it injures it. A careful examination of many bicycle oils shows that they are of animal origin. Bicyclists, as a rule, are not care-

IT BURNS GAS! THE "SOLAR"

The New Acetylene Gas Bicycle Lamp.



No More
**SOOT,
SMOKE,
GREASE**
nor DANGER

It can't jar or blow out like
an Oil Lamp.

ABSOLUTELY NON-EXPLOSIVE

Light costs $\frac{1}{2}$ of a cent an hour. Throws
a clear, white light 100 feet ahead. Send
for circular and learn about the

GREATEST BICYCLE LAMP OF THE YEAR

From your dealer
or sent prepaid for \$4.00.

BADGER BRASS MFG. CO., Kenosha, Wis.



The perfect wheel at the right price. Its reputation has
been won by its merits. You will be proud to compare
it with any wheel made, and you will know that

**YOUR NEIGHBOR PAID JUST THE SAME
PRICE FOR HIS CRESCENT AS YOU DID**

98 CATALOGUE FREE.

Western Wheel Works

CHICAGO.

NEW YORK.

ful about how much oil they put on their wheels,
and the result is that in many cases the tire cover
is spotted and respoited with drops of oil. Now,
mineral oils are not nearly as bad. In fact, many
of them are not injurious to the rubber at all when
applied in small quantities, while many vegetable
oils are, in a measure, helpful to rubber. If this
knowledge were so disseminated among tire men
and wheel users that they demanded something that
would not destroy the rubber, would not the time
come when not a single drop of animal oil would
be used on a bicycle?"

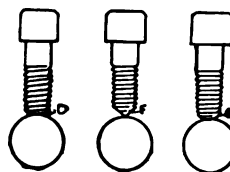


CYCLERS' SNAP SHOTS. — "THE LONG COAST," NEAR NEW ALBANY, IND.
Photo. by Mrs. Wilford Zolkman.

THEY say that a man who will make a pun will
pick a pocket, but it does 'nt follow that a man who
picks a pocket is base enough to make a pun.

SET-SCREWS.

When the tubing used in cycle frames was consid-
erably smaller in diameter, and thicker in gauge,
than it is to-day, solid seat-posts were generally used,
and were held in position by means of set-screws
whose ends were pressed firmly against the post,
as shown in the accompanying figures. These were
followed by hollow posts, held
by clamps or "pinch-binds,"
when big tubing came into
use, but this season shows
the revival of the set-screw
again in some cases. The
first screw shows at D a rough,
unfinished end, and the sec-
ond one at F a sharp pointed end, both of which
injure any metal against which they are screwed.
The third one shows at G a smooth oval end, which
holds well without doing harm.



If a machine is ever invented, says a Scotch judge,
which will stand still to let you mount, and will per-
mit you to dismount without knocking you down and
lying on top of you, I shall be prepared to entrust
my middle-aged bones to it.

A BICYCLE never looks careworn. It's a lack of
care that makes it look worn.

THE bicycle stoop looks stupid.

THE SPANISH-AMERICAN WAR

has no effect upon the output of Iver Johnson and Fitchburg Cycles. Our factory still continues to run night and day; the same good material is used in their construction, the workmanship and finish is of the same high standard and each wheel is subjected to

A Careful Inspection

before leaving our factory. The prices of our machines are from \$40 to \$100, and every cyclist will find something to suit him in our line of "Honest Cycles at Honest Prices."

The Result

is that our goods gain in popularity from year to year, as experience proves that they are honestly built on truly mechanical principles and that they stand hard service.

Send for Catalogue, it will interest you.

Iver Johnson's Arms and Cycle Works,

Branches: New York,
Boston, Worcester.

FITCHBURG, MASS.

"NOTHING CHEAP
BUT THE PRICE" \$60

Rambler BICYCLES

are sold by legitimated bicycle agents only. That fact should appeal to people of refinement.

RAMBLER AGENTS all over the U. S. A. invite the inspection of all L. A. W. members. No matter if you have made up your mind to buy some other make, don't miss seeing the No. 26 Ramblers, they are beauties!

BOOKLET FREE.

GORMULLY & JEFFERY MFG. CO.

... CHICAGO ...

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

TO CURE SIDE-SLIP.

It will bring joy to the hearts of English riders to know that "side-slip" can be obviated and nasty falls prevented by the use of a new composition, which is to be fed on the surface of the tire in some ingenious way as required, something as a railway engineer uses the sand-boxes on his locomotive. When this peculiar material is fed on the tire, the momentary pressure of a roller attached to the brake is said to roughen the tread and make it non-slipping as well as puncture-proof.

FOR CYCLOMETER ADJUSTMENT.

American cyclometers are largely used abroad, but some difficulty is found in adjusting them to many English machines on account of the very narrow space on them between the front fork-side and wheel-hub. A longer bracket would raise the instrument higher and give more room for proper adjustment, or a clip by which the cyclometer could be attached to the fork-side at any point would give the same result. Some such method is necessary in the case of very close-built machines.

It is easier to live within a small income than without it.

WHEN you are cycling along the highway and some fellow turns up who won't turn out he should be turned down.

NEIGHBOR JONES'S IDEA.

NIXON WATERMAN.



An' so she slept, while the neighbors came
To the darkened house that day;
With weepin' hearts they breathed her name
In the kindest sort o' way.
An' never a one but through her tears
Spoke some sweet, lovin' word
She had carefully bottled up fer years;
But the corpse — it never heard.

An' they brought her flowers rich an' rare,
Jest full o' sweet perfume,
An' wreaths o' roses everywhere
Made glad the darkened room.
I thought of her life in sorer hid
An' the world o' joy ef she
Could a-owned them wreaths on her coffin-lid;
But the corpse — it could n't see.

An' here's a tip fer neighbors, dear,
Who would praise me gone, no doubt:
Ef you have joys to see an' hear
Why don't you trot 'em out?
All these post-mortem carryin's on
Are proper-like an' nice,
But with the one that's dead an' gone
They don't cut any ice.

THE bicycle "Daisy" is one of the earliest "bloomers" we have now.

THE lawn-mower's duty is to "keep off the grass."

THE L. A. W. Bulletin AND Good Roads

A WEEKLY JOURNAL

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

PUBLISHED FRIDAYS BY
STERLING ELLIOTT,
BOSTON, MASS.

EXCLUSIVE ADVERTISING REPRESENTATIVES:

GEYLER & DAVIS.

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

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C. W. DAVIS.

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

Editor: **STERLING ELLIOTT.**

Associate Editors:

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

APRIL 29, 1898.

THE PERFECT BICYCLE.

THE "Tweedledum" bicycle in nowise resembles a "Tweedledee" bicycle. It is true that to one unfamiliar with the construction of bicycles the two patterns appear to be quite similar. But give the owner of either of them an opportunity to expatiate on the good points of his mount and the defects of the other fellow's, and one soon learns that the two wheels are no more alike than a bass-drum and a flock of canary birds.

The person who recklessly makes the statement that "all wheels look alike to me," is thereby likely to lose the good-will of the whole cycle-riding fraternity, for everyone knows his mount isn't like the other fellow's, and thanks his stars it is so.

A beginner in the study of cycles and cycling is apt to consider the differences in the construction of wheels as being mere trifles, but it is these trifles that, through a long evolutionary process, have finally produced the seemingly well-nigh perfect wheel of to-day.

It has been stated that if Cleopatra's nose had been a half-inch longer or shorter, kings and emperors would not have been so insanely captivated by her beauty, and the maps of the whole world might have been very different from what they now are.

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Filed in as many hotels, 1,006
Filed in Public Libraries and Reading Rooms, 1,168
To advertisers and exchanges, 2,769
Total number printed this week, 105,000

One would scarcely imagine such a trifle could make such vast differences in final results.

It is so with the bicycle. An inch added to or taken from some one of its measurements quite destroys its beauty and worth in the eyes of many. But, as a matter of course, the whole cycle-riding fraternity has not yet unanimously decided just what a bicycle should measure in its various lines. No doubt there were persons who thought Cleopatra's nose too long or too short, but there were others who appear to have thought it about right.

It is said that Abraham Lincoln, when asked what he thought should be the proportionate length of a man's legs, replied, "Without giving the subject the special thought it demands, I should say a man's legs should be just long enough to reach from his body to the ground."

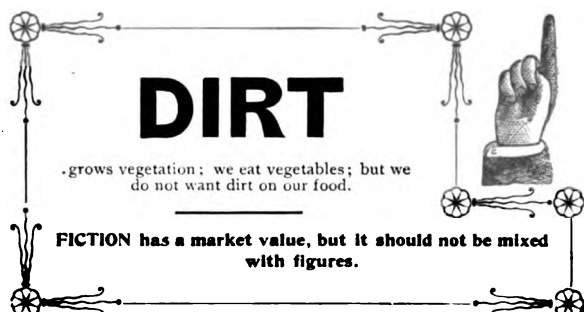
But the lines of measurement of a bicycle, size of sprockets, length of crank, height of frame, etc., are not so easily disposed of. And those who fail to note the nice distinctions that others deem so essential to strength or grace, should feel thankful that every phase of cycle construction is receiving the closest attention of the mechanical hair-splitters. It is they who have made it possible to frame and fashion the few pounds of steel and rubber so as to make of the bicycle the strongest, most graceful and the most useful vehicle ever devised for the pleasure and profit of mankind.

"Look Pleasant, Please!"

This world would be a Paradise
And wear a very different look
If folks would always seem as nice
As when they have their pictures "took."

THE OTHER FELLOW.

The other fellow is an awful bother. We run against him everywhere we go. We have to turn out for him when we meet him on the sidewalk and give him his portion of the roadway when we are driving in a carriage or riding a bicycle. We meet him in the street-cars and steam-cars. He is forever



IDEAL BICYCLES



PRICES	
Nº 20	40.
Nº 21	40.
Nº 22	35.
Nº 23	35.
Nº 24	30.
Nº 25	30.
Nº 26	25.
Nº 27	25.



The Shelby Cycle Mfg. Co.
 SHELBY, OHIO

AND STILL IT GROWS

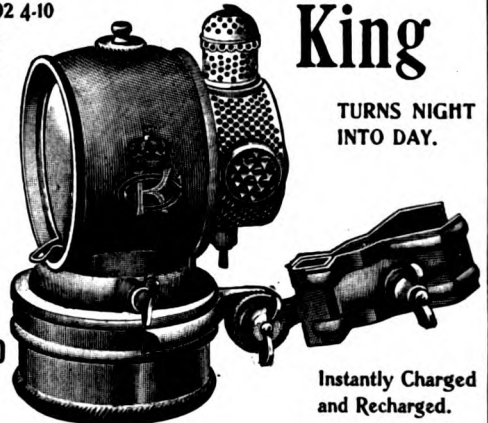
By every mail—
 Every hour—
 Everybody—
 the circulation of

The Calcium King

Light 92 4-10
 Candle
 Power.

PRICE

\$5.00



**TURN'S NIGHT
 INTO DAY.**

**Instantly Charged
 and Recharged.**

WILL NOT BLOW OUT.

WILL NOT JAR OUT.

NO OIL, SMOKE, SOOT.

GEO. H. CLOWES MFG. CO.

Booklet for the asking

Waterbury, Conn.

wanting half the car-seat, and sometimes he gets the very half we much prefer.

He seems to be somewhere about all the time. He is a positive nuisance, but he does n't appear to so consider himself. We try to treat him respectfully. We give him half the car-seat or pretty near half of it, but when he presumes to occupy a little more than his half, then we refuse to put up with his insolence.

He does n't know how weary we have grown waiting for him to be served first at the restaurant. It positively annoys us to see him forever in front of us in the line at the post-office window. And at the street-crossings it is really humiliating to have to slacken our speed and give him the right-of-way in passing.

If we enter into conversation with him the chances are he will wish to talk just when we have something we desire to say.

Oh, he is, indeed, a positive mortification of the flesh and of the spirit! We have borne with his presence about as long as our Christian fortitude will permit. The time has come for the complete suppression of the other fellow. We are tired of him. But let us put the tip of our index finger to our bulging forehead and endeavor to think a moment. Horror of horrors! Maybe he is just as tired of us as we are of him. Yes, it is possible he is even more so. We recall many times when his distressing presence so nettled us that we did not give him quite half of the car-seat, and on meeting him

cycling along the highway we kept a little more than our share of the road. And to think he never offered a word of protest! Never said he'd knock our head off and punch our two eyes into one. Say! he must be almost a saint. We'll tell him so the very next time a good opportunity offers itself, and in the meantime we shall hang in the halls of thought this memory gem:

"Birds in their little nests agree,
 Then why the dickens should n't we?"



CYCLERS' SNAP SHOTS.—ROAD ABOUT ONE MILE FROM CAPITOL BUILDING
 HARRISBURG, PA.

Photo. by H. W. Stone.

WITH the spring house-cleaning season just at hand, we may expect a great many heads of families to hurry away to the war.



Drop us a postal for our Art Booklets: "Saddleosophy" and "Points on Saddles."

Ask riders of Gilliam Saddles what they think of our goods. Call on a dealer who carries our saddles; inspect them carefully and note the many good points. We are willing to take our chances on your decision that the Gilliam is the best your money can buy. Our No. 76 \$3.00 Saddle will be sold direct to riders until July 1 only, at 40 per ct. off list, or \$1.80 net. We pay express. Send cash with order.

GILLIAM MFG. CO.
CANTON, OHIO.

A Doubtful Denial.

The average individual,
(Unless his hide is thick
And his cheek is brass) when called an ass
Is very apt to kick.

WORLDLY HAPPINESS.

The owner of a thoroughly up-to-date bicycle will never do anything to hasten his departure from this so-called "vale of tears." Despondency and a first-class wheel cannot abide in the same house. Melancholy flies out of the window when a bicycle looks in at the door. A place to go and a pleasant way of getting there is the heritage of every owner of a steed of steel.

There was a time when many good persons appeared to believe it was wrong to enjoy anything this side of that realm "where the wicked cease from troubling and the weary are at rest." To be happy there, we must be miserable here.

The gospel of a jolly good time, here and now, has been a long, long time on the way, but it is coming. The bicycle has done and is doing much to hasten its arrival. As a matter of course, most persons still realize to a greater or less degree that they are miserable worms of the dust, full of sin, and a lot of things like that. But some of them are beginning to feel that they are not wholly to blame for being here and in their present form, and are disposed to take a more philosophical view of life and to make the best of it. And when a man has

M. & W. '98 Bicycle Lamp



BURNS KEROSENE...
\$2.50
Express paid if local dealers cannot supply you.
COMPLETE IN ITSELF.

Points Essential to a Good Lamp
Brilliant Light.
Will Not Go Out.
Graceful Design.
Easily Cleaned.
Readily Attached to Wheel.
Quickly Adjusted to Position Desired.

The M. & W. '98 has these advantages and many more. If you have used another lamp and had it jar out, try a M. & W. '98. Its Patent Automatic Wick Lock will never fail you. Its combustion is perfect. The Combination Bracket can be used with outside brake, and fills all requirements.

BICYCLE BELLS

"SILVER-TONE" AND "MONOGRAM"
Made Like a Watch.

WHEELMAN'S LOG for 2-cent stamp. Write for Circular and Prices.

The Matthews & Willard Mfg. Co.
40 MURRAY ST., NEW YORK. WATERBURY, CONN.

made up his mind to make the best of this "fleeting show," he realizes he can see more of the performance and enjoy it better if he has a bicycle with which to get about among the sights.

And that is why so many good people, in the church and out of it, are riding the bicycle and speaking good words for it. A man or woman can be just as good on a bicycle as they can off of it. Just as good in a carriage, street-car or a balloon as when they are walking, if they choose to be. And if they don't choose to be good they won't be, even though they sit away up in the "amen corner."


If the beauty of the fields and forests was meant for the eye of man to behold, and if the songs of bee and brook and bird are for man to hear, the good influences such gentle ministers are presumed to exert will surely be much more wide-spread and effective now that the bicycle has come to bring all these sights and sounds within happy reach of eye and ear. And unless pleasure is a sin and the enjoyment of life is altogether wrong, mankind is certain to look upon the bicycle as a friend who has come to tell us good things.

THE faster a man lives the harder it is for success to catch up with him.

DOES it make a man act square to bring him up with a round turn occasionally?

CYCLING joys are not measured by the cyclometer.

MERIT will count
IN THE LONG RUN.
 More points of Merit are found in the '98
"Imperial's"
—the go-lightly kind
 than ever before. The highest possible standard is
 always maintained.
 Prices, **\$50 and \$40** Send for Catalogue.
Liberal Discount to
Reliable Agents.
AMES & FROST COMPANY, Chicago.

THE 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 with-
 out 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.

ONE OF THE FINER THINGS MEN DO.

On April 19th, when riding up a hill in Milton, Mass., the front sprocket-wheel collapsed.

Taking off the chain and stowing it as best I might in the tool-bag (though, as the event proved, insecurely), by coasting and walking I reached Hyde Park.

Inquiry at a repair shop there showed that the immediate replacing of the sprocket-wheel was impracticable, and I also discovered that I had lost the chain, which had probably jolted out of the bag when coasting.

Taking my disabled machine to the station, I waited for the next train for Boston, then due in about twenty minutes. Just before the train arrived, a young man in a red sweater (whom I recognized as being present in the repair-shop when I made inquiry about repairs), came up to me as I stood on the station platform. The perspiration on his face showed that he had been riding fast, — and he held in his hand my lost chain.

It appeared that after I left the shop he mounted his bicycle and rode slowly back over the road I came, found the chain some distance back, and had then ridden at speed to the station to return it to me.

The kindly spirit which prompted this service — done to an entire stranger — has seemed to me not unworthy of being called to the attention of your readers.

It means that this world is not — as we are often



NEW — **PRICE** — **\$1.50**
 WAS \$2.50.

Smith Two Roller Spring Seat Post.

DOCTOR NAMGNIK writes:
 Find enclosed check for \$3.00 for Two
 Roller Seat Posts. I find my own such a
 luxury that I want my wife and friends to
 have them. I never lose an opportunity to
 call attention to it and endorse it.

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

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.**

told and sometimes almost believe — wholly selfish and indifferent. Such friendly acts prove the existence of the saving remnant.


I expressed my thanks in words only, as it seemed to me that to offer a money reward would belittle the higher character of the act; but I trust my friend is a member of the League, — as I hope he is, for there cannot be too many such members, — this may reach his eyes, and give to him the further assurance that what he did was appreciated in its highest sense by
 No. 109,707.

HAVE those cycling friends of yours joined the League?

The cinder-path for bicyclists along the side of Sheridan road from Chicago through to the northern limits of Evanston is nearly completed. The path connects the boulevard system of Chicago with the smooth pavements of the northern part of Evanston, and from there on the roads are in good condition for a trip to Fort Sheridan. The Evanston path was laid under the approved plans of the L. A. W. The road was widened four feet and, after the cinders had been placed, the city's heavy steam-rollers were used until the path is as smooth as a carefully-kept track.

No. 190,010 says that after trying many gears he has settled on 68 4-9 (22 x 9), and can finish a long ride in better condition than his friends who use higher gears.

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.

REAL STEEL CLIPS



All riders can increase their ankle power 100 per ct., and make hill-climbing easy, by using **correct** toe clips. Sager clips are **shaped right**; made of crucible spring steel, and tempered in oil. Any clip which breaks or loses its shape **replaced without charge**. Sent postpaid.

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

SAGER MFG. CO.
 Rochester, N. Y.

Booklet, all about saddles, Free.

BUILT FOR WEAR

The **YALE** Bicycle

Superbly equipped, at a popular price.

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

\$50

No more elegant or serviceable mount on the market for '98 at any price. A few more agents wanted in unoccupied territory. We want to send our catalogue to every rider or prospective rider. Correspondence cheerfully answered.

THE KIRK MANUFACTURING CO.
 Toledo, Ohio.

THE NORTHAMPTON

"The Slickest Wheel That Whirls"

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

NORTHAMPTON CYCLE CO., NORTHAMPTON, MASS.

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

COMING SOON! - - WAIT FOR IT!

THE GREAT NATIONAL FARCE,

ENTITLED

ROAD-MAKING,

Or,

WORKING OUT THE TAX.

The Management of the ever-popular **Farce-Comedy** entitled "**Road-Making**" or "**How Not To Do It**," take great pleasure in Promulgating the Announcement of this Great Play, for the season of 1898.

In doing so the Management Confidently relies for a favorable reception upon an unbroken record of Three Centuries during which this Play has been enacted in this Country, being received with Unabated Enthusiasm each recurring season;

As it has ever been the purpose of the Management of this Popular Diversion to afford every American Citizen the fullest opportunity to Witness and Enjoy this Highly Recreative and Amusing National Pastime, complete arrangements have been made to Play it simultaneously in Over Ten Thousand Places throughout the Length and Breadth of the Land.

The Management will therefore put Ten Thousand Companies, "**On The Road**," this Spring.

While each Company of Players in this Great Nation Farce is entirely independent from all others, the Public is guaranteed that the Performance will be substantially the same wherever given.

Hence one Description will be sufficient for All Localities.

SYNOPSIS OF THE PLAY.

Act I.

SCENE I. "Levying The Road Tax."

This is a quiet scene in the County Court House. It represents The Board of Supervisors in the act of Levying the Road Tax.

(The Audience will note the serious manner in which this duty is performed.)

SCENE 2. In this Scene the County Auditor is discovered in the act of "Apportioning The Road Tax."

(The Audience will note the worn and haggard expression on the face of this official, as he endeavors to ascertain the precise number of dollars, cents and mills, which John Doe and Richard Roe are to pay in labor on the public highways of the Road District number 13 in Upland Township, Prairie County.)

Act II.

SCENE I. This Act consists of but one Scene, known as "Serving Notice to Work Out Road Tax."

The scene is laid in the Country and as the curtain rises the Road Supervisor is discovered in the act of handing to one of his neighbors, a piece of paper bearing the number of Dollars, Cents, and Mills, determined by the County Auditor.



Our catalogue for the asking.

High Pressure No. 2 Brazing Forge.

High Pressure No. 2 Hot Water Vulcanizer.

CEMENTS AND BICYCLE SUPPLIES

MANUFACTURED BY

THE NATIONAL CEMENT & RUBBER MFG. CO.

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

High Pressure Dust Proof Double Walled Enameling Oven.



THE AVERY

FLEXIBLE, PADDED HORN.

IT BENDS DOWN.

You do not have to pump it up. Best material and workmanship. Ladies' and Men's Models in oak, tan, and black. Price \$3.00, charge prepaid in U. S. Special offer to first purchaser in each city and town Send for "Saddle Talk" and find out all about the "AVERY."

AVERY & JENNESS, 297 Wabash Ave., Chicago

CHASE TOUGH TREAD TIRES

Light and Resilient. Practically Puncture-Proof.

Chase Special and Vulcan,

Equal to any standard road tires made.

FOXHOUND

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

Our '98 CATALOGUE and BOOKLET on

the use and abuse of tires, manner of application, Repairs, etc., sent **FREE** on application, provided you mention this paper.

L. C. CHASE AND CO., Boston, Mass.



ACME Bicycles

High Grade

\$34.50--'98 MODELS

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

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

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

Act III.

SCENE I. A Public Highway, Time, 9 A. M.

A Solitary Man on horseback is discovered in the distance. It is the Road Supervisor. A little later a man with a team is discovered in the opposite distance advancing slowly to the center of the stage. Presently other figures appear. At half past nine a group of eight men besides the Road Supervisor occupy the stage, together with the following stage "properties," Five teams, five wagons, one disabled plow, one mud scraper, with a broken handle and a hole in the bottom, one water barrel, one pail, four tin cups, one hand shovel.

The next half hour is devoted to Dialogue, after which the Road Supervisor directs four men and one pair of horses while they Plow up the center of the highway. This place is selected because it is easier handled by the man with the shovel.

Then follows another Dialogue of twenty-five minutes in which all take part, after which the plow gang rest, while the Man with the Shovel loads four wagons, which convey the dirt to a spot eighty rods away where it is not needed, which spot had been discovered by the Road Supervisor.

By eleven o'clock the man who had been despatched to a farm house a mile away for a barrel of water returns, and they all drink, after which the Dialogue becomes more animated.

By this time this Part of the roadway is in sufficiently Wretched Condition and as it is too near noon to begin operations at another place, the play is suspended while all hands go to dinner. By two o'clock the players have reassembled and the dialogue is resumed with much vigor. Meanwhile the Road Supervisor inspects the highway, and having found a portion that does not need repairs, it is decided, after a protracted Dialogue, to plow it up. When this is finished, it is discovered that the Shovel was carried home by one of the players when he went to dinner, and forgotten.

Two Players and one team are sent to bring the shovel; and to avoid needless loss of time, during this interval, the other Players engage in Dialogue.

Having met a man who held opposite Views on the Tariff, it is half-past four when the two players return with the shovel. Finding that people can not discuss the Silver Question properly and work at the same time the Road Supervisor decides to let the Silver discussion proceed for half an hour longer. By this time it is too late to begin, and so it is arranged to postpone the discussion until the next day when the same program is enacted on another part of the highway.

This is continued as long as the Road Supervisor can draw Two Dollars per day.

(The audience will note in this scene, the Wide and Varied Range of the Dialogue, and the Earnestness with which the Players engage in it. Also note that the Highway is left in an almost Impassable Condition.)

Act IV.

SCENE I. This entire Act is embraced in one very brief and simple scene.

It is, however, the crowning piece of humor and when duly performed with the unfailing seriousness on the part of the Players, to whom it has plainly no suggestion of humor, it becomes a perfect Masterpiece of the Ridiculous.

When the curtain rises the Road Supervisor is discovered in the act of handing to each player a piece of paper signed by him as the Representative of the Great American Public, and bearing the legend "**Received Payment in Full.**"

(The audience will note the self-satisfied expression indicating a sense of Duty Done, with which the Players accept this Piece of Paper.)

The Management beg the Public to bear in mind that this Great Farce Comedy, of "Working Out the Tax, Or How Not To Do It," will be presented as announced precisely as it has been performed for over Three Hundred Years. — *Mason City, Ia., Weekly Institute.*

BICYCLES DELIVERED FREE

To any point east of the Rocky Mountains.



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

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

THE PARK SPRING SADDLE



Built on
scientific
principles.



Patent
Gun Lock
Spring.

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

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

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

THE MORNING AFTER THE STORM.

JOE LINCOLN.

ALL night has the ocean hurled
His armies upon the beach,
With the white war-flags unfurled
And the sea-wind's battle-screach;
All night to the seething fray
Did the raging billows swarm,
But pure is the peace to-day —
The morning after the storm.

For the dancing waves of blue
Are dappled with silver white;
The spray, as the sun shines through,
Is haloed with rainbow light.
The breeze blows out from the land
Soft and scented and warm,
And Eden is close at hand —
The morning after the storm.

Ah, dearest, the gale's wild wrack
Made sweeter the calm that came,
The night with its cloak of black
Made dearer the sunbeam's flame;
And when, in our lives, the skies
Grow dark, and the tempests form,
Still brighter the sun will rise —
The morning after the storm.

A PLEA FOR MODERN TRICYCLES.

Owing largely to the character and condition of the highways, the three-wheeled cycle never became as popular in this country as it was in England. Prior to 1885 very few tricycles were in use, and those mostly by women. Soon after that date these machines were so improved and lightened that many



SAVE THE JOLTS

Every jolt saved means faster running. The elastic, yielding construction and fine materials used in **League Specials** give them a peculiarly smooth and velvety motion, cut down the jolts and shoot the wheel forward with the slightest effort. Specify "Get there and get back" tires — no extra charge.

Write for New Catalogue.

NEW YORK BELTING & PACKING CO. LTD.

25 Park Place, New York.

more came into use, and it was not until 1890 that the safety bicycle began to drive them from the field. While the tricycle was used, many men rode it in preference to the high bicycle, but when the safety became an established success, and, especially after the introduction of pneumatic tires, all other types were deserted for the new one, and the manufacturers discontinued building both "ordinaries" and tricycles in this country.

In England the revolution was not so complete, and the three-wheeler was never wholly discarded. This was partly because the roads there were so good that a three-track machine did not meet the same obstacles that it encountered here; partly because the manufacturers set to work to improve the tricycles and keep them more nearly abreast of the two-wheelers, and partly because English riders do not rush like a flock of sheep after their leader and all insist on riding a single pattern — in other words, they exercise their individual taste more freely, and are more likely to use designs and styles that suit them, independently of their "up-to-date" character. A larger percentage of English riders use their wheels for more than one season, and have more regard for their own comfort than pride in the latest pattern machine.

In these respects Americans can learn useful lessons from their cousins across sea. There is no actual necessity for making annual changes of machines if thoroughly good ones are procured and properly cared for. Riders generally would be bene-



**WOULD YOU
 LOCATE**

A
 Beautiful
 Show Window

IN AN ALLEY?

Or would you have it on "Main Street"?

OF COURSE YOU SEE
 THE APPLICATION....

P. S. TO ADVERTISERS

This issue of the L. A. W. BULLETIN
 takes about eight tons of paper.

L. A. W. HANDLE BARS...

Two Pairs
 Corkaline Grips.



Price, \$1.50.

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

Embossed Silver-Mounted Handles.

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



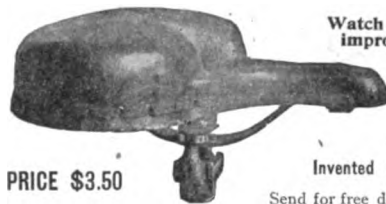
By mail, 25 cents per pair.

BONSILATE BOX CO., Hartford, Conn.

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

THE PERFECTED GLOVER PERFECTION

IS FAULTLESS.



Watch for the greatly
 improved varieties.

The Ideal Saddle
 for Women.

PRICE \$3.50

Invented by a Physician.

Send for free descriptive circulars to

GLOVER CYCLE SADDLE CO., Jackson, Mich.

fitted if they would be more willing to try new and various types, and if enough different varieties and patterns of machines were in use to show the advantages of each for varying conditions or circumstances. There is a tendency noticeable in the cycling press, prominent among wheelmen and accentuated in the street urchin, to deride any form of machine that is not of the latest design, and it is not creditable to those who do it.

On good roads, and under average conditions, the tricycle is very nearly as easy to propel and almost as fast as a bicycle. Of course the most approved pattern fitted with pneumatics is meant. Up hills the tricycle sometimes shows an advantage, for its more stable base allows of a fuller application of power by most riders, and its slightly lower gear is helpful. It is only when the road is too rough to allow the use of a three-track machine; when high head-winds are encountered, or very high speed is desired that it is actually inferior to the two-wheeler.

On the other hand, the superior stability of the tricycle makes it a great convenience for many riders, and a vast advantage for very heavy persons and those who for other reasons do not care to ride bicycles. There are now both men and women riding



bicycles who would be more comfortable and much safer on tricycles, and there are many other persons who would gladly ride tricycles, if modern patterns were obtainable and were considered the thing to use.

The cycling public are too sensitive on the question of what style of wheels they ride. There was once a good reason for it, for there was a vast difference between the different annual patterns, but now that all kinds of machines are on so high a level, and up-to-date improvements are incorporated in each type, many differences have vanished. So many people are riding, and so many more wish to ride, that there are more requirements to be met than can be satisfactorily done by any single type. For the interest of all concerned, it is desirable that there should be as many practical, desirable types in use as are required to meet the very diverse needs and tastes of all who are capable of taking up cycling.

In the accompanying picture a modern, drop-frame tricycle is shown. The front part is like any lady's safety, and the rear differs in having a long axle and two wheels. All three wheels are about of a size, and such machines furnish easy and luxurious riding. For gentlemen they are often made with full diamond frame.

It makes a cyclist hot to tell him he is riding an "ice-wagon."

No wonder a scorcher does not look well since he is not able to sit up.

\$50—1898 MODELS—\$50



Napoleon and Josephino Bicyclos

QUALITY, BETTER THAN EVER. *Wholesale Prices...*
No agents—sold to rider only.

Triple-crowned frame, two-piece hanger, locking-adjustment hubs, seat-post and handle-bar expanders, 2½-in. drop. Sent on approval.

WRITE FOR ILLUSTRATED CATALOG.

JENKINS CYCLE CO.
18 Custom House Place, Chicago.

ALUMINUM LACQUER MAKES A wonderful metal paint that will put a silvery lustre on any article of metal, wood or fabric.

For keeping new "nickel new use" **NICKEL LACQUER.**
Bottle of either, with brush, prepaid, 25c.

The **COLOPHITE CO.**, 106 PARK ST., **NEW HAVEN, CONN.**

Your address is wanted by *"The Trinity"* People

for a Catalogue which will tell you all about **A GENUINE BICYCLE.**

If you are a good agent in unoccupied territory, write—we'll treat you white. **TRINITY CYCLE MFG. CO.**
Keene, N. H.

An Optimistic Race.

If the Spanish navy should be wrecked
Amid the tempest's roar,
With Castile's hope they may expect
To still be washed ashore.

A FARMER'S SOUND VIEWS.

The time is approaching in the country towns when the "city fathers" thereof and the street commissioner drive about and inspect the condition of the roads; but they wait until mild weather makes the undertaking agreeable, and the roads are worn down into some sort of fair condition. The object-lessons afforded in the winter and spring months are avoided, and contemplated repairs are based upon the conditions that obtain after the frost is out and the roads have settled. The go-as-you-please methods that have been keeping the roads bad for centuries will be repeated, and the fast-and-loose custom of inefficient "working out" of taxes and ploughing up the roadway will be continued.

A "Farmer" in central New York writes to a local paper protesting against this. "Given an undrained clay soil," he says, "in the season of alternate freezing and thawing, and if there is much travel there frequently arises a condition well deserving Dante's line, 'All hope abandon ye who enter here.' As a farmer we welcome anything that gives relief; that in any way makes bad roads better.

"If bicycle paths tend that way, give us more of them; if, as in the Higbie-Armstrong law, there is

GIVE IT A-WEIGH
if you think your bicycle too heavy.
You'll find it light enough if it's a

Ben-Hur Bicycle

They are light enough, strong enough and handsome enough for all purposes. In fact they lead in those three virtues. Want a Catalog?



BEN-HUR BICYCLE CO.
Indianapolis, Ind.

The Stanley Development Co.
Newton, Mass.

Rapid.
Easy to Develop.
Low in Price.

THE FAMOUS STANLEY PLATES
give wonderful gradations of

Light and Shade
Sometimes called "Chemical Effects."

YOUR DEALER HAS THEM, if not, write to the factory.

an offer of State and county aid, we welcome that. Be it always remembered, every bad road is not only a hindrance and burden to property, but a direct and positive damage to adjoining property. It don't take so remarkable a bad piece of road to knock five dollars per acre from the salable value of adjacent farms.

"Such roads exist as a menace and a proscription. People will go some distance around rather than travel over them. They cast an odium on the community where they exist. They are an indication of shiftlessness, of lack of enterprise, and to a greater or less degree of the lack of good farming. To grow crops is not all there is of farming. Farm products must be hauled to market, and that too often in the exact time of year when roads are at their worst.

"This is one point which, at the risk of repetition, we must emphasize: No person or class has so immediate and vital an interest in good roads as has the farmer. The average bicyclist has n't a quarter the amount involved in good roads improvement as has the average farmer."

A DOGWOOD tree is n't at all like a dog because the tree's bark is on the outside.

The counties from which Messrs. Higbie and Armstrong hail are both reported as anxious to get in the first application for road improvement under the New York law.



The New Christy Racing Saddle.

The long pommel gives a firm support in a spurt, and consequently more speed. Eddie Bald, Jimmy Michael and Earl Kiser use it, and they must have the best.

ONCE A CHRISTY RIDER,
 ALWAYS A CHRISTY ADVOCATE.

A. G. SPALDING & BROS.,
 NEW YORK and CHICAGO.



THE BICYCLE RING

The Prettiest Jewelry Novelty of the Season. If your jeweler does not carry them send to us direct. Sterling Silver, 25 cents; Solid Gold, \$1.00. Sent post paid.

THEO. SCHRADER & CO., Mfg Jewelers, Makers, 100 State St., Chicago. Est. 1863



Corrugated, Smooth, Rough, and Basket Tread.

Our new '08 catalogue describing all our different Tires, sent free. Six cabinet size photos. of cycling girls sent for a 2 c. stamp.

NEW BRUNSWICK RUBBER CO., New Brunswick, N. J.

Boston, 207 Congress st.; New York, 90 Reade st.; Chicago, 235 Lake st.

TIRES FOR HORSELESS VEHICLES.

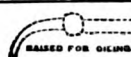
A difficulty in connection with the perfection of horseless carriages is found in obtaining suitable tires. A merchant who has had experience in this line says that "after long and thorough tests on passenger and freight vehicles we find that for the luxurious family carriage or the buggy, and with smooth, clean pavements, the pneumatic tire is the proper thing; but, for parcel delivery wagons, under more or less strain of burdens or roadway, the cushion or solid tire is much better, and both meet their own conditions effectively."

Among the recent acquisitions to the ranks of the League of American Wheelmen were the following theatrical folk: E. Y. Backus, of the Empire Theatre company; Charles E. Evans and W. D. Mann, Herald Square Theatre, this city, and Charles L. Durban, Girard Avenue Theatre, Philadelphia. Many prominent professionals have joined this worthy organization in the past year. — *The New York Dramatic Mirror.*

A Pennsylvania paper says that a Mississippi steamboat could have steamed along the placid bosom of some of the country roads in the State recently without fear of grounding.

KEEP your mouth closed while riding. This same advice should be followed more or less even when you are off the wheel.

NO Cover needed. Cannot leak.

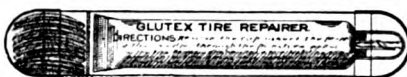


Reaches every part of the Bicycle with ease.

Ask your dealer for the "Hirsch"

TAKE NO OTHER.

SAFETY OILER



THE GLUTEX.

The neatest, simplest and quickest kit for repairing all sorts of punctures in all sorts of tires. 35 cents of dealers or mail. Sample tubes, 10 cents.

HEATON PATENTS CO., Providence, R. I.

BARGAINS
 IN
BICYCLES

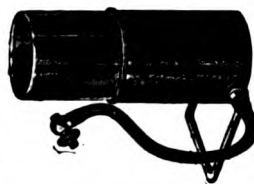
1,000 High-grade Bicycles
at astonishing prices.

Send for Particulars.

Our prices will surprise you.

THE SHONE-HANNA CO.,

ROCHESTER, N. Y.



HOW'S YOUR WIND?

See that it's in your tire. The "SYKL" Foot Pump does it in half a minute. The new nipple connection is great.

NEW DEPARTURE, BRISTOL, CONN.

A mud-imprisoned community stagnates socially and industrially. A community whose freedom has been won by the establishment of firm highways lives, grows and keeps pace with the centuries.



CYCLERS' SNAP SHOTS.—KINGS HIGHWAY BOULEVARD, ST. LOUIS.

Photo. by Douglas W. Robert.

The Touring Club of Italy (Cielistico Italiano) has appointed Chas. T. Jeffery, of Chicago, — 3133 Malden street — as its representative for this country.

DO YOU VALUE

**Chain Lightning Lubricant,
Sesophite Oil,**

your Wheel? If you do, get the
best Lubricants and Oil Polish
made:—

**Sonora Graphite Lubricant and
Dry for brazing,
Saffroleum OIL Polish.**

Sample mailed for 10 cents.

Send for Catalogue.

THE SPECIALTY SUPPLY CO., 150 FIFTH AVE., NEW YORK,
Manufacturers of the "Barto" Coupler, Automatic Bicycle Balance, Extra
Handle-Bar Grips.



Wheel in Stand+Key in Pocket=SAFETY

A Cycle Stand that takes 5 x 3 inches wall
room, is thief-proof and low in price. Locks
automatically. For every place a thief can
reach,—and a thief can reach anywhere.
Let us send you a booklet. The Lock
sent pre-paid on receipt of \$1.50.
Money back if you want it.

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

\$1.00 BUYS THE **Burdick Cyclometer**

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.
N. Y. Store, 28 W. Broadway. Boston Store, 63 Pearl St.

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



A SPANISH TRICK!

Certain chain lubricant manufacturers are attempting to sell their goods by
imitating our packages as closely as they dare. While we appreciate the
compliment thus paid to our **Lica Lubricant**, we repudiate the deceit.

We caution our many friends to be sure that the name "**ALLERTON**"
appears on every package. Cut out this "Ad" and send to us, and we will
mail free a sample of **ALLERTON LICA CHAIN LUBRICANT**.

Allerton Lubricant Company, 164 Franklin St., New York.
L. A. W. No. 100,051.

The Beginning and the End.

And to think good Isabella pawned her jewels rich and rare,
That Spain might find for us this land so beautiful and fair.
Four centuries has waved the flag Columbus brought from
Spain,—

The one that Blanco is about to take back home again.
To plant it here the good queen pawned the jewels of her
crown,

But now we'll pawn our lives but what we'll pull the blamed
thing down.

WHY SPOKES RUST.

Broaching the question of rusty spokes has brought
forth many tales of the experience of riders who have
suffered as No. 176,677 did, and all agree that there
is room for improvement in finishing and nickeling
these important parts, even on many otherwise well-
finished machines. No. 174,566 says that he has
talked with several nickel platers on the subject, and
they agree in saying that the work can be done so
as to practically overcome the difficulty, and No.
26,022 suggests that if spokes were heavily plated
on copper before they were nickeled, there would be
little danger of rusting. Different riders also re-
commend various preparations for the prevention of
rust.

A GOOD RECRUITING SCHEME.

Any member in Munroe County, N. Y., may com-
pete for a fine bicycle by sending applications to
W. C. Edwards, 21 State street, Rochester. The
wheel is furnished by a manufacturer, who can well
afford to carry out his part, in view of the advertis-

TAKING CHANCES...

*The Rubber
Spool Spins.*



WON'T HURT THE TIRE

It's a risk every time you ride without a brake;
equally so if your brake is n't reliable.

FAULTLESS ROLLER BRAKES

never fail; ever ready for emergencies. That
double spring (one piece) plate makes them
trustworthy, safe and sure.

Hand Brake \$1.50; complete with lever \$2.50.
Foot Brake, \$1.25. Coasters 25 cts. extra.

FIT ANY BICYCLE

If your dealer hasn't them, send for booklet.

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

BICYCLE SUNDRIES—Cut Prices. N. Y. SPORTING GOODS CO.,

Illustrated Catalogue mailed Free.

61 NASSAU STREET, NEW YORK.



L. A. W. COAT, CAMERA OR LUGGAGE CARRIER

for Rear Fork. The only practical device for carrying
Camera. Will carry any size package, protected with
mud guard. When not in use, it is scarcely noticeable.
Made of good quality of leather—Russet or Black.
Weight, 3 ounces. Retail price, 50 cents. No
stamps.

G. ELDER ADAMS, 32 Warren St., New York.

RICHARDS DETACHABLE SPROCKET RIM.



*Good in '97—Perfect in '98.
Better Article—Lower Price.*

Postal for particulars.

THE McELWAIN-RICHARDS CO.,
INDIANAPOLIS, IND.

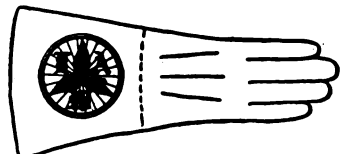
ing his goods will incidentally receive. This is a
good plan and should prove advantageous in many
other places.

R. E. Hulburt, of Portland, Oregon, suggests the
trousers-guard here
shown. It is made of
canvas or leather, and
has two straps at-
tached by which it
may be secured in place.

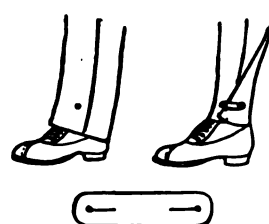


C. R. French (address lost) recommends gauntlet
gloves, with the L.
A. W. emblem, for
use on the wheel.

[Our artist worked
several years at coup-
ling cars, and he does n't
seem to realize that
other people have thumbs.]



C. Ernest Beck, of Baltimore, Md., recommends
this device for concealing
the absence of golf stock-
ings. Two buttons sewed
on the trousers (in some
localities called pants) and
a little strap of leather
having a button-hole cut
at either end. The picture
tells the rest.



INVESTIGATE

Our prices on Bicycle Sundries. A postal will bring **CUT RATE** list.

BELLS, electric stroke, large size, clear tone.....	\$0.14
SADDLES, Brown type, low clamp, 3-8 inch felt padded,	.60
TIRES, guaranteed sound.....	1.00
“ Better grade and very good quality, each.....	1.25
VALVES.....	6c.
CHAINS.....	50c.
FOOT PUMPS.....	25c.

Low quotations on large lots.

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

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



Repair Your Own Tires!



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

LITTLE GIANT VULCANIZER.

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

HILL & LYSTER.

926 Walnut Street, Philadelphia, Pa.

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

ARE MAKERS OF

Stationary and Adjustable Steel Bars.
Adjustable Wood Bars.



The La Fave,
The King,
The Flush Joint

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

The Cyclometer that Revolutionized Cyclometers.

THE VEEDER...

Price \$1.00

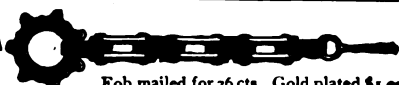
It is recognized as the Standard Distance Recorder for cycles in every civilized country in the world. Nearly half a million in use.

THE VEEDER MFG. CO., Hartford, Conn.



INDIANA Chain Co.

Indianapolis, Ind.,
U.S.A.



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

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



SHIPPED ON APPROVAL

without a cent payment.

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

H. T. MEAD & PRENTISS, Chicago.

Price reduced.
A liberal discount to the trade.



HALL'S BICYCLE WRENCH

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

SAMUEL HALL'S SONS, 279 West 10th St., NEW YORK.

The State-aid appropriation for roads in New Jersey is \$150,000 for 1898. The counties add \$300,000 to this, and enough local expenditures are made to foot up a considerable sum.

A GOOD bicycle turn-out: Giving the other fellow a little more than half the road.

Eleven of the fifty-six members constituting the Quequenteant Wheelmen, of Fall River, Mass., have gone to help man Uncle Sam's boats. Nearly twenty per cent. of membership is a pretty good offering.

Tricycles wear better than bicycles. The strains on the frame are more evenly distributed, and the wear on the tires is divided between two drivers instead of being all on one.

ALL roads seem rough to the cycling novice until after he gets over the rocky mountain's.

Our girls should be taught to say "no" and thus quit Their terrible habit of answering "nit."

THE cyclist mounted on a good wheel is rolling in luxury.



STREET SCENE IN CAIRO.



STREET SCENE IN NAPLES.



INDIAN WATER CARRIER.

Photos by Cyrus Wakefield, Wakefield, Mass.

SEND YOUR ADDRESS TO THE...

JOHN P. LOVELL ARMS CO.

BOSTON, MASS.

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

LOVELL "DIAMOND" BICYCLES.

THE... Bragger Lamp



IS GUARANTEED
NOT TO JAR OUT.

For sale by all dealers. Catalogue for the asking.

HITCHCOCK LAMP CO., Watertown, N. Y.



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



THE TRENTON CHRONOGRAPH

is a high-grade Watch, and fully meets the requirements
of those needing an accurate time-piece and 1-5 second
race timer. Start, stop and fly back by simple pressure
of thumb on winding-crown. Solid nickel open-face
case.

BY MAIL \$12.50, IF DEALER HASN'T THEM.

TRENTON WATCH CO., TRENTON, N. J.

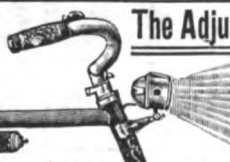
LAGGING BEHIND EUROPE.

It is calculated by C. L. Borreson, in the *La Crosse Republican*, that an expenditure of \$100,000,000 a year for fifty years would be necessary to place the roads of the United States on a par with those of many European countries. Most of the necessary income for it he figures could be readily raised by duties on coffee and tea, and the balance "by an income tax or in any other manner that would not throw the burden on those that are least able to bear it." The annual expenditure of this money "would give the laborer, the backbone of every nation, opportunity to sell his labor at a living price, and make him a self-sustaining, full consumer, with no need to dodge through the alleys and by-ways to avoid his creditors."

Besides the advantages generally recognized as inseparable from good highways, methods of communication would be cheapened, and bicycles would become an ordinary means of conveyance in country as well as city. The horse, being "good for nothing but work, would be entirely dispensed with, and machines driven by electricity would be used instead, both on the road and on the farm. This means a gain in two very essential particulars, viz.: more food and more materials for clothing from the increased number of cattle and sheep that could be raised, and secondly, more elevating, scientific, manual labor required in the manufacture of all the machinery needed to take the place of the horse."

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

The
light
that
never
fails.



The Adjustable Electric Bicycle Lamp

Ask your dealer to show it to you.

Price \$5.00, prepaid.

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

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



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.

Patented Oct. 26, 1897



**Don't Bind BICYCLE and
GOLF GARTER.**

for men and women retains its elasticity; ab-
solutely 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.**

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

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

The roads of England, France and Germany al-
ready permit of the use of electrical vehicles, and
many are coming into use on them. In some parts
of Germany it is said that farm produce is now be-
ing transported on electric wagons. The use of
electricity as a motive power is yet but imperfectly
understood, and the construction of horseless vehi-
cles is in its merest infancy. Great developments
may be confidently looked for in these directions,
but they will be of little avail here, and American
ingenuity will be hampered, until highways are con-
structed on which it will be feasible for such vehicles
to travel.

EXCUSES for retaining nar-
row tires are all thin.

A "SOFT" rider should
not ride too hard.

FORTUNATE are they who
can say, "My saddle is easy
and my cycle is light."

IN Washington, D. C., so
we are told, the owner of a
ramshorn handle-bar finds
his ramshorn handle barred.



"Raising her eyes to his face,
she beheld the truth."

A wide tire bill has been introduced into the
Maryland legislature.

TEN DOLLARS FOR YOUR OPINION

OF BULLETIN ADVERTISEMENTS.

The Prize for best letter on April 8th ads. went to W. J. KAUFMAN, Harrisburgh, Pa.

P. T. Barnum once noticed a disconsolate-looking woman among the crowds at one of his great shows. She was looking eagerly in all directions, as if in search of someone.

Mr. Barnum inquired the cause of her distress, and was told that she had "come to town" in company with her husband; that they had separated, each having errands to do, and were to meet at "Barnum's Show." It was long past the hour when she expected to see him; she had hunted everywhere, was tired out and discouraged, and did not know what to do next.

Now this was one of the thousands of instances in Barnum's life where he showed his superiority, — where he proved his right to be known long after his death as a "star" of the first magnitude.

"What is your husband's name?" said the great showman.

"John Simpson," came in a half-choked tone of voice from the temporary widow.

The greatest showman that ever lived climbed up on a box and, in a loud voice, asked, —

"Is John Simpson here?" And in a moment the form of a very much interested man came tearing through the throng and clasped in his arms the tearful and tired wife, whose joy at seeing him was for the time the most interesting feature in the "Greatest Show on Earth."

As soon as the happy couple could notice anyone else, Mr. Barnum said:

"That is the result of advertising. She might have looked in vain for a long time, but a little advertising did the business."

A spectator once criticised the work of a famous artist.

His presumption was challenged by an admirer of the f. a.

"Who are you that presumes to find fault with the work of ———? Perhaps you could do better."

"Me? well, I'm just an everyday farmer, — that's all; but I do know that it is not common to milk a cow from the 'haw' side."

So it is with advertising. The person for whose eye the advertisement is written is the best judge of its efficiency, and the "L. A. W. BULLETIN scheme" brings out the facts as no other plan could.

Read the details, and let us hear what you think.

Your opinion is certainly as good as anybody's. If it happened to be a little better, you would get the "capital prize."

What do *you* think of the L. A. W. BULLETIN ads.?

OUR NEW PLAN.

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

Write a letter addressed as shown:

L. A. W. BULLETIN,
Ad. Critic. BOSTON, MASS.
April 29.

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.



The WINNER TOE-CLIP FOR 1898

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

CODMAN & SHURTLEFF,

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

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



Fairbanks-Boston Laminated WOOD RIMS are the highest grade for bicycles. Be sure you have them on your 1898 high grade bicycle. Send us your address and receive a sample section for examination.

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



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.

BACK ACHE

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

Ask your dealer to write us.

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

Your notion of what a high-grade '98 bicycle ought to be like may be correct. See if it is. Compare it with the '98 Andrae.

Get a Catalogue—free.

JULIUS ANDRAE & SONS CO.,
 Milwaukee, Wis.

..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 distribute a few of our BIG 2-POUND 1134-PAGE 1898 CATALOGUES. We Sell Outright new high-grade LOGUES. '98 GUARANTEED BICYCLES at \$13.95, \$19.75 and \$22.50. YOU DON'T PAY FOR BICYCLE until after you get it. Write To-day for SPECIAL \$5.00 OFFER and Handsome Bicycle Catalogue. Address, **SEARS, ROEBUCK & CO. (Inc.) CHICAGO, ILL.**

jumpd at hur an pointind ovr trustie reevolvors at hur and toled hur not tew stur or weed skatter her branes around the dunjun flore.

We woodent tho reelly becoz thare want no katridjes in the reevolvors but orl the buke fellurs tork that way in sutch kases. We toled hur we wuz the Blak Banditts uv Ded Mans Kave an if she holered sheed meat a friteful dume. So she shut up. She wuz orful skared an kep sayin "Oh saints bechune us an harm. Och murthur" an lots uv things. We gut a kloseline owt uv the klosit an tyed hur tew the chare an put a hankur-chif ovr hur mouth. Then we gut sum grub owt uv the pantry an put ten sense on the tabul tew pa for it an then we skiped owt. We hurd the gurl holerin blew murdur so we ges she gut the hankur-chif orf. We gut tew ovr wheles an gut away orl rite. The dorg chased us but we hove him a peese uv koald stake an he stopd tew eet it. It wuz tuff enuf tew larst him a weke so he aint kort up tew us yet. Hows that fer a adventure.



DORG TAYIN TEW EET SUM UV CUSSES KOALD STAKE.



SUBDEWIN THE SURVIVANT.



ASKIN US KWESTYUNS.

Frum the wylds uv Natick Masacheusets.
 Deer Uncle Bulatin:

Weev hed a heep uv advenchures sinse I rote yu larst. We kamped at that plase in Fanuil I toled abowt in mi larst letur an et sum ginjurbred an koald chikin an tryed ter eet sum stake but twuz tuffern oled ruber bute. Arftur suppur we gut turrable thurstie so we thort weed go up tew a hous neer thare an get sum worter tew drink. So we dun it. A wuman kame tew the dore. Sune az she sor us she kindur jumpd az if she wuz surprized an whenn she went tew git the worter she korled her husband an he kum in an ast orl sorts uv kwestyuns an loked az if he didnt bleeve what we sed abowt ovr onlie bein owt fer a walk. Whenn we startid tew go he sez "I ges yude betur stay hear with me ternite. I ges yure the boys thats rund away frum hoam. Yure Pas hev bin hear lukin fer yu." He sed he wuz goin tew giv us up an git the reward. We kryed an sed we want the boys but he maid us go up stares tew a rume an locked us in. It gut to be most elevin oklok an we hurd the rest uv the fokes cum upstares tew bed. Thenn Goary Gus an me tryed tew eskaip saim az orl the fellurs in bukes do when thare kapchewered. We tryed the windur an it want locked so we gut owt on the rufe an krept along but we koodent git tew the grownd. Thare wuz another windur tho that wuzent locked an we sneked in an gut dounstares. Thare wuz a lite in the kichin an we peeked in an sor the survant gurl reedin a buke. We whispured tew gethur an maid up ovr minds what tew do. We krept in soft as kood be an gut klose tew hur. She wuz reedin The Bludy Hand or the Mistry uv the Hantid Hous. We

Yure lovin Neffyu
 Shure Shott Sandy.

SINCE cigarettes affect the brain it is fortunate that no one with brains ever smokes them.

Since the Nicaraguans took to cycling they have begun to demand better roads.

M. ZOLA's chief objection to being imprisoned was that it would keep him from cycling, of which he is very fond.

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

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

THE "SEARCH LIGHT" It's Such a Good Lamp It becomes your best friend. It cannot blow nor jar out.

For sale by all dealers. Send for Booklet 338.
BRIDGEPORT BRASS CO. - Bridgeport, Conn.

ROAD MAPS

of New England, Eastern New York, and New Jersey, by districts, 10c., 25c., and 50c. Catalogue free. GEO. H. WALKER & CO., Boston, Mass.

The Hanauer Pants Guard Cuff.



By means of this cuff you can, in a few seconds, convert your regular trousers into perfect Golf or Bicycle pants. Ask your dealer to show them, or on receipt of one dollar will mail them postpaid. Send calf measure; made in two sizes.

The Hanauer No Top and Footless Leggings are made of pure worsted, plain or fancy colors, light in weight, cool, need no garters. Price 40c.; sold only to purchasers of our P. G. Cuff. For 4 cts. to cover postage, will mail to L. A. W. members and dealers only 5-color lithograph 40 x 60 showing cuff in position. HANAUER MFG. CO., 1013 Market St., Phila., Pa.

'98 CATALOGUES RECEIVED.

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

BICYCLES.

Julius Andrae & Sons Co., Milwaukee, *Andrae*.
Ariel Cycle Mfg. Co., Goshen, Ind., *Ariel*.
Fowler Cycle Works, Chicago, Ill., *Fowler*.
Iroquois Cycle Works, Chicago, Ill., *Iroquois*.
H. A. Lozier & Co., Cleveland, Ohio, *Cleveland*.
March-Davis Cycle Mfg. Co., Chicago, Ill., *March-Davis*.
Monarch Cycle Mfg. Co., Chicago, Ill., *Monarch and Defiance*.
National Cycle Mfg. Co., Bay City, Mich., *National*.
B. T. Parsons, Camden, N. J., *Bicycles built to order*.
Russell & Erwin Mfg. Co., New York, N. Y., *Carteret*.
St. Louis Aluminum Casting Co., St. Louis, Mo., *New-Lumi-Num*.
Smith Dart Cycle Mfg. Co., New York, N. Y., *Dart*.
Thomas Mfg. Co., Springfield, Ohio, *Thomas*.

SADDLES.

Bunker Saddle Co., Chicago, Ill., *"Rubber Neck"*.
A. G. Spalding & Bros., New York, N. Y., *The Christy*.

SUNDRIES.

Brake and Sundries Co., Philadelphia, Pa., *"Eureka"* and *"Bull-Dog"* Brakes.
Brown & Wales, Boston, Mass., *Bicycle Supplies*.
Henry & Allen, Auburn, N. Y., *Chains and Wrenches*.
Robt. H. Ingersoll & Bro., New York, N. Y., *Parts and Fittings*.
New York Sporting Goods Co., New York, N. Y., *Sporting Goods*.
Geo. W. Nock, Philadelphia, Pa., *Bicycle Sundries*.
G. E. Strauss, New York, N. Y., *The "Sartus" Hub*.
The Geo. Worthington Co., Cleveland, Ohio, *Bicycles and Sundries*.

RIBBON BADGES ROYAL PURPLE

with L. A. W. Emblem in Gold, 15 cents each; initials, or L. A. W. Number, 15 cents extra. Special rates to Clubs. Also HANDLE-BAR RIBBONS, 75 cents each.

RHINE & CO., 775 BROADWAY, NEW YORK CITY.

PLATE YOUR SPOKES YOURSELF. EASILY APPLIED. CAN'T RUST. LASTING. ASK YOUR DEALERS OR 50 CTS. PREPAYS ALL CHARGES.

7-U KNOX SPECIALTY CO., Galesburg, Ill.

Address orders or communications, Main Office, 21 Quincy, CHICAGO, ILLS. Liberal discounts to the trade.

WANTED.

A young man — in every township — who rides a wheel, to take orders for Nursery Stock. Salary and expenses paid. Experience unnecessary.

FLEMER & FELMY, . . Springfield, N. J.



STERLING BELLS

ARE THE BEST...

All Styles and Sizes.

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



THE SECURITY COASTER

Will fit any shape or size of fork crown. Instantly detachable. Will not mar or scratch enamel. Only coaster that CANNOT SLIP DOWN. Postpaid, 50 cts. each.

DIVINE BROS., Utica, N. Y.

L. A. W. BICYCLE HOLDER

AND HANGER, for Railroad, Club, and House.

In use by all principal railroads, and in hundreds of homes.

20-Page Descriptive Booklet Free.

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

TIRES.

C. J. Bailey & Co., Boston, Mass., *"Won't-Slip Tires"*.
Rubber Tire Wheel Co., Springfield, Ohio, *Rubber Tires and Roller Bearings for Vehicles*.

Road supervisors, elected for a year, know little and care less about the roads, as a rule. Even if familiar with the work to be done, they could accomplish very little in the way of improvements in a single season.

THE King of Portugal, following the example set by the Prince of Wales, has bought a bicycle, and now goes pedaling about just like the men who work in the gas-house.



To the humpback scorchers: Stop your monkeying! Sit up like a man.

PLEASE don't ask a hoodlum to join the L. A. W.

If you cannot be a gentleman and a wheelman at the same time, it is better to be only the former.

The general practice — it is not a system — of road maintenance throughout the country is so bad that if thoroughly revised and properly organized, the work could be done for about one-third of its present cost, and the remaining two-thirds of the annual expenditures could be devoted to laying down permanent roads.

THE OLD TUNE.

JOE LINCOLN.



I 'M mighty weak at singin' and
there 's nothin' I can play,
And, if I've an ear fer music,
it's a deaf one any way,
I'd know "Old Hundred"
from a jig I reckon, but I
guess
The tunes that I could name
ain't more 'n a dozen, may-
be less,
But there is one among 'em
that 'll make my pulses
chime,

You start up "Yankee Doodle" and
I 'm with yer every time.

There's somethin' in its snappy dash that seems ter be a
part
Of what there is a-beatin' in a Yankee feller's heart,
There's somethin' in its life and go that thrills yer through
and through
And seems ter fit the colors of the old "Red, White and
Blue,"
Until yer want ter tell the flag a-wavin' there sublime,
"I've harked to 'Yankee Doodle' and I'm with yer every
time."

It's what they played at Yorktown when Cornwallis met his
check,
It's what they sung in triumph on the "Constitution's" deck,
It timed the feet a-marchin' from Atlanta to the Sea,
And rung at Appomattox 'round the famous apple-tree;
And when a soldier heard it, in the battle's smoky grime,
His sword beat "Yankee Doodle" on the foeman every time.

And now they say they need us once ag'in to take a stand
And make a livin' breastwork 'round the shores of Yankee-
land,
To drive the "children's butcher" from the island in the sea
And sponge the bloody blotches off the skirts of Liberty;
And, if the Country wants my help to make the Spaniard
climb,
Jest play old "Yankee Doodle" and she 'll git it every time.

EFFICIENCY OF BICYCLES.

II. Bearings and Driving Gear.

PROF. R. C. CARPENTER,
Cornell University.

The friction of a bicycle is the power absorbed by the moving parts of the wheel, which are: first, the bearings of crank and rear axle; second, the driving mechanism; and, third, the tire. The efficiency is equal to one hundred per cent., less the percentage of friction.

Efficiency of Bearings. The journals or bearings of bicycles are invariably of the "ball bearing" type, and the amount of friction is exceedingly small, though depending to a considerable extent upon the lubricants which may be used. Experiments at Sibley College show that the friction varies from one-fifth to one-tenth of one per cent. when lubricated with a light machine oil or vaseline, and from five-tenths to seven-tenths of one per cent. when lubricated with a mixture of graphite and lard; and, furthermore, that this friction is nearly independent of the speed except with heavy or sticky lubricants.

Efficiency of Driving Mechanism. The driving mechanism most extensively used is a chain, en-

gaging on sprockets on crank and rear wheel; this mechanism was found in the experiments to possess a much higher efficiency than previously supposed. The efficiency at ordinary loads, and at high rates of speed, varies from ninety-five to ninety-nine per cent., the chains all being in good condition. There is a substantial difference in the efficiency of different forms of chains and gear, and also in the extent to which they are affected by mud and dirt.

The usual form of chain with a pin joint is likely to take up mud or dirt, and in that case the resistance is very irregular.

Although the resistance to motion is at times exceedingly great, yet the efficiency as obtained by the test on the dynamometer is not materially changed by the irregular resistances. It is, however, quite probable that a rider would be unable to overcome the resistance at times, and the results would be that the wheel would come to rest and fall over. When in this condition the chain runs with a crackling and snapping noise, at times due principally to particles of sand wedging in between the sprocket-wheel and chain.

A form of sprocket has been designed which is practically unaffected by these conditions. The results show an absence of the irregular resistances caused, in the ordinary construction, by the lodging of the sand between the chain and sprocket-wheel. The sprocket-wheel is constructed in such a manner that the chain bears upon the sides of the teeth rather than upon the bottom, and the construction is such that any sand or mud falling upon the sprocket cannot stick in such a position as to virtually increase the diameter of the sprocket-wheel.

The principal objection to the chain-gear is that relating to the difficulty of cleaning it, the necessity of lubricating it and, possibly, in no small degree, to its unsightliness. It is, especially in its best forms, one of the most efficient means of transmitting power ever devised, and is of interest in this connection since its development and perfection have been largely due to the improvement of the bicycle; its use in shops or as a general means of transmitting power, is even at the present time very rare.

The use of bevel-gears as a means of transmitting power from the crank axle has been tried experimentally for a number of years without great practical success. During the past two years great improvements have been made in the construction of machines for cutting perfect gears of this type, and considerable attention has been called to the subject recently.

The writer had occasion to remark some months ago that no records were in existence showing any efficiency of bevel-gearing which was at all comparable with that of chain-gearing, and, furthermore, this remark was substantiated by recent tests made at Cornell University of bevel and chain-gearing. This remark, while true even at the present time, is in view of the great improvements which have been made in the bevel-gear wheel, subject to modifica-

tion. The writer has made a number of tests of the best forms of bevel-gear wheels during the last few months, and is very willing to acknowledge a great improvement in this form of mechanism. The writer has not, however, found under similar conditions of tire a single instance in which the friction of the bevel-gear type was less than that of the chain wheel of the highest grade, but the difference in many cases has been so small as would be obscured by accidental variation in tires of the same class, or even by the pressure applied in pumping up the wheel, and hence the difference would not be recognized by riders, except under such conditions as called for utmost exertion.

In a test of a high-grade wheel of this type, with the tires off, while running at a speed of about fifteen miles per hour, and when receiving work varying from twenty to two-hundred-and-eighty foot-pounds per revolution of the wheel, the work lost in friction with the high-grade chainless wheel varied per revolution from about five to ten pounds; that with the high-grade chain wheel, from two to three pounds. The highest efficiency of the chain-gearing, at heaviest load, was slightly over ninety-nine per cent; of the two pair of bevel-gears in the chainless wheel nearly ninety-seven per cent. The heaviest load referred to in the above discussion corresponds to work done by the rider equal to about two-thirds of one horse-power, which is more than can continuously be performed for a longer period than a few seconds at a time. For a lower load and for pedal pressures corresponding to those usual in riding, the efficiency of the gearing of both chain and chainless wheels (tires not considered), are considerably less, and the difference in efficiency is from two to three times greater than that stated above in favor of the chain-gear.

Professor Denton recently made some tests under conditions which were as favorable for the chainless wheel as could probably be obtained. His conclusions were substantially the same as those stated above. The diagrams showing his results as published in the *Iron Age*, Oct. 21, 1897, show in all cases that are comparable, better efficiencies for the chain-wheel when the work is less than 10,000 foot-pounds per minute, and better efficiencies for the chainless wheel when the work is greater than this, the difference for usual riding loads being from three to five per cent. in favor of the chain wheel.

A two-column article on cycle tours from and around Newark, N. J., with three maps, appeared in the *Daily Advertiser* of that city on April 6.

With the wind ahead the cyclist can't get ahead very well.

Four cents in stamps, sent to Will L. Krietenstein, Terre Haute, Ind., compiler of the manual just issued by the Century Road Club of America, will secure a copy of that interesting book, filled with illustrations and instructive information.

LINDEN STREET.

NIXON WATERMAN.

S NUG Linden Street is good and fair,
With modest homes all in a row,
And many a little garden where
The quaint, old-fashioned roses grow.
And when at eve the happy birds
Nest where the whispering tree-tops meet,
Fond lovers, with their honeyed words,
Walk hand in hand through Linden Street.

It is not grand, it is not wide,—
This little street I love so well,—
Yet in its quiet grace abide
The joys my tongue can never tell.
When from its happy scenes I stray
And lose the charm so strange and sweet,
My dreams by night, my thoughts by day
In rapture turn to Linden Street.

How often, when a child, I felt
This dear old earth must seem forlorn
To sorry hearts that never dwelt
Within the street where I was born!
And even now I dare to think
The charm of life is more complete
To those whose favored eyes may drink
The joy that dwells in Linden Street.

Yet Grief has sprinkled with her tears
This street where happy children play,
And sun and shadow, through the years,
Have blended as they blend to-day.
But 'mid the ever-changing scene,
Of lagging cares and pleasures fleet,
Through Winter's gray and Summer's green
Has shone the grace of Linden Street.

I look upon the map and see
The far-spread lands that make the earth,
Yet all are but a map to me
Beyond the land that gave me birth.
And here I seek my sacred shrine,—
Love's blissful world with joys replete,
That God has given me and mine,—
Our little home in Linden Street.

IT IS well enough for a man to be called an "oak" or a "hickory," but not an "evergreen."

IT SEEMS strange that when everybody refuses to "take" a thing it becomes a drug on the market.

THEY call them "cross-examinations" because the lawyers are usually mad at the witnesses by that time.

IT IS when teaching her to ride a bicycle that a man finds it hard to support his wife.

An ingenious Englishman is said to have invented sails that close up like fans on the sides of the rear wheel of a bicycle, and are controlled by mechanism at the handle-bar. With a good wind behind he can coast indefinitely on good, level roads.

IN CYCLING the gong and the gang are frequently found together.

"FIGURES won't lie" unless they are on a cyclometer that is run up by hand.

In Great Demand.

Whene'er the curtain falls, alas!
The men might not go out
If the kindly ushers would only pass
The festive cloes about.

OUR PUZZLE DEPARTMENT.

Last year we interested a considerable number of L. A. W. BULLETIN readers by offering an inducement for the translation of certain autographs.

We submit herewith four additional signatures and offer a solid gold L. A. W. emblem to each League member who shall send, on or before May 10th, the correct names of the writers of these signatures.



No. 1 is the name of a manufacturer of an article used in connection with bicycles, and who resides in New York state.



No. 2 is an advertising agent, also of the state of New York.



No. 3. The man who wrote this name is in the insurance and real estate business in a Pennsylvania town.



No. 4 is the way a certain U. S. army officer signs his name.

Address, PUZZLE EDITOR.

A WIDOW'S heart may not be as good as new but she is usually willing to re-pair it.

FREE DELIVERY DEPENDS ON ROADS.

To promote the business, social and educational interests of the people are the objects of the Road Inquiry Bureau and the Post-office Department of the Government. Having these things in view, they desire to extend the system of free rural postal delivery, and will test it under all conditions. Routes have been selected in New Jersey and Pennsylvania over stone, gravel, clay and dirt roads, and the results in each case will be carefully noted. It is obvious that they must prove most satisfactory where the work can be done most rapidly and regularly in all weathers — that is, on the best roads.

In considering this question, E. G. Harrison, the Government road expert says, "the advantages of delivering letters to factories and other industrial establishments, particularly where large numbers are employed, need not be dwelt upon. The mails left at public schools can be distributed to a great number of families through the pupils living remote from post-office and carrier routes. Letters brought to the nearest school for mailing can be collected by the rural letter-carrier to the nearest post-office for mailing. Teachers can use these letters as object-lessons in giving suggestions and instruction in regard to proper, plain and neat addressing, etc. In schools remote from post-offices, the teachers might, with advantage, be made stamp agents, and in this way families far away from post-offices can be supplied with stamps, stamped envelopes and postal cards. This will promote letter-writing and use of mails, and will also insure more regular school attendance." The rural districts are anxious for free postal delivery. They need it. It will come with good roads and be a practical advantage which they will realize and appreciate."

**COX REPAIR KIT — 25 CENTS.**

Cox & Tingley, Elizabeth, N. J.

NOVEL SIDE LINE for Salesmen Visiting Cycle Trade. At once! Address, "Profits," care BULLETIN.

EXCELLENT NEW JERSEY MAPS.

G. H. Walker & Co., Boston, publishers, have just placed on sale their "Latest Road Map of New Jersey." It is issued in two parts, the northern section running as far south as Camden and Philadelphia, and the southern section embracing the balance of the state. County, city and township lines are indicated, and good, fair, and ordinary roads are shown. The maps are of convenient size, fold for the pocket, and are unusually clear and distinct.



EFFECT OF THE NEW YORK LAW.

The road improvement bill passed by the New York Legislature is valuable for what it makes it possible to accomplish, and as opening the way for active work by the State. It depends for actual results, however, on, first, State appropriations to make State-aid a reality; second, public sentiment in the counties which shall be strong enough in favor of making improvements to force the supervisors, or property owners, to apply for them; and, third, sympathy with the movement on the part of the State engineer, in order that when applications are made for improvements they may be granted.

The measure is conservative in nature and permissive in form. While opening up great possibilities, it is not mandatory in effect, nor does it force any improvements on any section. A local initiative is required in order to secure State-aid and start work in any locality. The people have it strictly in their own hands to decide whether any road work shall be inaugurated. Under these circumstances it seems strange that it should have encountered any opposition. It merely opens the way for work to be done, if the people favor it, and it leaves the people entirely free to say whether they will enter upon it.

It is a long step forward for the Empire State to make practical road improvements possible in this way, but the work does not end here. Public sentiment must be educated up to the point of demanding actual work, and in order to accomplish this the agitation for better highways must be prosecuted with unabated vigor.

CIRCULATION IS LIFE.

The roads and highways of a civil division are as the veins and arteries of the human system, says the *Suffern Independent*. Life and health, that is, business and prosperity, of each part can be had and secured only by the freest circulation, and the conduits must not be allowed to clog. While the limb would wither if the circulation was interrupted, the heart would also suffer. Where would the proud city of New York be without her magnificent railways, and what would have been her condition if the great blizzard of 1888 had continued a month?

The village with its paved streets and flagged walks may say, "let the farmer build his roads; he

is the party benefited." The lord of the manor who surrounds his grounds with a high wall and morass, and then beautifies his place for his own enjoyment and benefit, may be wise if he has within himself all he requires to satisfy his needs. The village which has placed its streets in perfect condition and has neglected the highways leading thereto, has arranged, like the lord of the manor, to live in seclusion.

Has the village all it requires? Does it depend upon anything or anybody for its existence, growth and prosperity? Is it not, in fact, most dependent? Does not every village depend upon the extent of the accessible area of which it is the centre and metropolis, and the prosperity of that area?

The village cannot shift the burden upon the farmer, nor the farmer upon his brother farmer. Each is interested, and the contiguity of the highway is but an incident. Suppose the Erie Railroad were abandoned; whose loss would be the greater, that of the farmer living within one-half mile, or the one a mile distant?

BRICK FOR COUNTRY ROADS.

The use of brick for country roads was referred to in the *L. A. W. BULLETIN* last summer, and an experiment made at Monmouth, Ill., was spoken of. The road in question was made of a single course of vitrified



brick set on edge, laid on sand, seven feet wide between curbs of oak plank with borders of broken stone to a distance of two feet on each side. It is shown in the accompanying picture by H. B. Garrison, who says

that "two miles of them are now in, and they are much better than macadam." There are also ten miles of brick in the city, and more is to be laid during the coming season in both city and country.

UNEQUAL AXLES WITH WIDE TIRES.

Wide tires are not only good things, but their value is much increased if they are used on axles of different lengths, so that four distinct tracks are made by the wheels instead of two. A concern in central New York does much heavy hauling with four-inch front and five-inch rear tires, and rear axles fifteen inches longer than the front ones. It carries four and five ton loads, and keeps the road surface good and smooth.

The State organizer of the Missouri Good Roads and Public Improvement Association is a woman. She visits all the county seats, organizes road improvement societies, sees all the voters and secures a good membership list. Her work is reported to be very successful.

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
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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. 16.

Including renewals from April 18-23 inclusive.

Alabama	New Jersey	191
Arizona	1 New Mexico	
Arkansas	2 New York	616
Colorado	19 North California	3
Connecticut	75 North Carolina	1
Delaware	20 North Dakota	2
District Columbia	6 Oklahoma	72
Florida	1 Oregon	6
Georgia	2 Pennsylvania	661
Idaho	95 Rhode Island	28
Illinois	29 South California	10
Indiana	44 South Carolina	2
Iowa	10 South Dakota	2
Kansas	19 Tennessee	10
Kentucky	1 Texas	3
Louisiana	20 Utah	
Maine	32 Vermont	6
Maryland	305 Massachusetts	1
Massachusetts	37 Washington	1
Michigan	12 West Virginia	1
Minnesota	7 Wisconsin	87
Mississippi	44 Wyoming	
Missouri	6 Canada	
Montana	7 Foreign	
Nebraska	7 Mexico	
Nevada	18 Indian Territory	
New Hampshire		2,516

CANADIAN CUSTOMS.

To our L. A. W. Members Touring in Canada:

We have received notice from the Canadian Customs authorities that a number of our American members have failed to report wheels on their return across the border into the United States, and the L. A. W. is therefore responsible for the duty on these wheels. I need not assure you that a continuance of this trouble is likely to result seriously, and perhaps curtail or abolish our privileges which we now enjoy in crossing the Canadian border. It is absolutely necessary that each member of the L. A. W. should observe strictly the conditions upon which these privileges are granted by the Canadian Government, the alternative being that the Canadian authorities will call upon the L. A. W. for the payment of duty, and this payment the L. A. W. will in turn be compelled to exact from all members in default of this requirement.

Fraternally yours,

ISAAC B. POTTER, President.

DANGER SIGNS.

Our committee has on hand a considerable number of danger signs (as shown in the annexed cut), and we are still ready to send them to members who will undertake to erect them at places wherever they may be needed, i. e., at the top of steep hills or near dangerous



turns or places made dangerous by reason of unprotected gullies, etc. With each sign we send a board upon which it is to be securely attached, together with printed directions telling how to put it up.

Fraternally yours,

ROBERT L. STILLSON, Chairman,
Centre and Pearl sts.,
New York, N. Y.

WISCONSIN DIVISION.

George K. Mead, Sheboygan, having resigned as State representative, I beg to announce the appointment of Robert Clark, of Chippewa Falls, in his stead.
M. C. ROTIER, Chief Consul.

A NEW OFFER.

An L. A. W. bicycle plate, heavily nickeled, beautiful in design and finish, with the wings in blue and letters in red enamel, is offered to members, with name and L. A. W. number stamped on, for 35 cents each. Mailed complete on receipt of price, or given as a premium if you will send in one new member and make a request for this, with the application. (Two premiums are never given on one application).

These plates are made to be attached with a steel band clamp and are furnished to fit any tube on the bicycle.

Send to Secretary Sam J. Ryan, Appleton, Wis.
In ordering, write name and number plainly.

A ROAD MAP TO EVERY MEMBER.

Each member upon joining the L. A. W. in Wisconsin is now given a section of the L. A. W. road map which covers the territory in which he lives. If additional sections are desired, they will be furnished for 10 cents each, or a complete set put up in a neat and practical case for 50 cents mailed on receipt of price, or given as a premium for one new member.

These maps have been completed at an expense to the division of \$800, and four years of earnest labor on the part of consuls and State officers was necessary to get the information and data for it.

M. C. ROTIER, Chief Consul.

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RHODE ISLAND DIVISION.

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GEO. L. COOKR, Chief Consul.

PROVIDENCE, R. I., April 15, 1898.

MASSACHUSETTS DIVISION.

The following-named members are entitled to the Honor Certificate: A. D. Butterfield, Lowell; George H. Lowe, Boston; Edwin L. Clafin, Southbridge; G. Arthur Babbitt, Taunton; Wm. H. Parkinson, Maynard; Geo. S. Clapp, Rockland; Harry C. Brooks, Roxbury; Bertram Harriott, Boston.

Everett E. Wilbar is entitled to the 198 Honor Medal. (Signed) ARTHUR K. PECK, Sec.-Treas.
BOSTON, April 16, 1898.

MARYLAND DIVISION.

The following is List No. 2 of the local consuls for 1898: J. A. Hartenstein, Rising Sun. J. M. Watkins, Towson. W. Frank Rabbit, Rockville. Frank B. Hooper, Sudbrook. J. Priscoe Bunting, Prince Frederick. M. B. Nichols, Easton. W. H. P. Bryan, Mad-

ison. T. H. Gafford, Church Hill. T. A. Smith, Lonaconing. Guy W. Steele, Westminster. Ansley Ludlam, Ocean City. Thomas C. Williams, 733 N. Broadway, Baltimore. Thomas E. Jacobs, 411 N. Chappell st., Baltimore. James C. Parkinson, 2114 N. Charles st., Baltimore.

The list of prizes for the division competition will be published in the BULLETIN of May 6th. Look out for them.

I have appointed the following members of the Renewal Committee for 1898: Albert T. Pfefferkorn, chairman, George L. Ebberts and Mr. Emile Decker; also the following members of the Transportation for 1898: J. Edwin Hackett, chairman, W. C. Roberts, William Wood.

RHODE ISLAND DIVISION.

At a recent meeting of the Board of Officers of the Rhode Island Division, L. A. W., the following resolutions were adopted:

Whereas, It has pleased the Almighty to remove from our midst our dearly-beloved friend and associate, Wm. O. Hutchins; therefore

Resolved, That by his death we have lost one whose genial manner and accommodating disposition made him a general favorite with all.

Resolved, That we extend to his family our sincere sympathy in this their hour of affliction.

Resolved, That a copy of these resolutions be sent to the bereaved family, and be published in the L. A. W. BULLETIN.

HOWARD L. PEKKINS,

NELSON H. GIBBS,

PROVIDENCE, Apr. 15, 1898.

Committee.

MICHIGAN DIVISION.

Following is a list of towns having ten or more members of the L. A. W. at this date:

Town.	Number of Members.
Ann Arbor,	103
Adrian,	20
Bay City,	94
Battle Creek,	95
Benton Harbor,	19
Charlotte,	20
Cadillac,	38
Clinton,	11
Detroit,	658
Escanaba,	70
Flint,	39
Grand Rapids,	175
Hillsdale,	11
Jackson,	61
Kalamazoo,	103
Lansing,	17
Ludington,	12
Muskegon,	11
Morenci,	17
Marquette,	10
Midland,	10
Port Huron,	20
Saginaw,	18
Sault Ste Marie,	25
St. Joseph,	24
Sebewaing,	14
Three Rivers,	10
Vicksburg,	10
W. Bay City,	67
Ypsilanti,	78

We are holding our membership splendidly this year, and it is to be regretted that any one should drop out. If you know of a member who has not renewed, call upon him personally and urge him to send in his dollar. "In union there is strength."

LEO A. CARO, Sec.-Treas.

GRAND RAPIDS, Apr. 21, 1898.

MICHIGAN DIVISION.

100 IN A BUNCH.

The Michigan Division has never before in its history sent in a list of 100 or more new members at one time, and we are going to try and break a record during the month of May by sending in such a list. We can do it easily if you will do your share. Take one of those numerous application blanks which you have been receiving from time to time, and start forth among your wheelmen friends and explain to them the good work we have done, are doing, and have planned for the future. It will not take much eloquence on your part to make them see the desirability of joining our ranks. All it needs is a little time and trouble on your part. Will you make the effort?

P. S.—Don't forget to urge all to renew promptly.

EDWARD N. HINES, Chief Consul.

DETROIT, MICH., Apr. 25, 1898.

OHIO DIVISION.

Over nine hundred memberships have expired in Ohio during this month, and so far only 344 have renewed. Do you know any of those who are delinquent? Your consul has a list of them. Have you made any inquiries? Possibly you might get some of them to renew. We would be in fifth place if they would all come back. Can't you start a few this week?

WILLIAM D. KEMPTON, Chief Consul.

Apr. 22, 1898.

Over 128,000, DISTRICT OF COLUMBIA 1-869.

Unattached.
358 Pittman, F. L., 259 Patent Office Washington

Over 128,000, ILLINOIS, 32-3618.

Oaks C. C. Austin
359 Garner, John P. Cambridge C. C.
360 Anderson, G. E., Box 593 Cambridge
1 Boltens, Victor F. "
2 Haxby, Myrtle "
3 Smith, Ragnhild Charlotte "
20 Century Club. "
4 O'Neill, W. J., 1936 Broadway Mattoon
Peoria B. Club. "
5 Ballance, Chas., 700 No. Jefferson av Peoria
6 Drysdale, Will, Fulton and Jeff. "
7 Dunn, Wilbur L., 601 6th st. "
8 Lowe, Roy E., 1511 Perry "
9 Portman, Clyde A., 213 N. Garfield "
370 Shiest, Hervey A., 519 New York av. "
1 Thomas, Chas. D., Hamlin Bldg. "
Capital City C. C. "
2 Gehlman, Fredrick, 105 Walnut Springfield
Unattached. "
3 Haagen, Chas. D. Alton
4 Berentson, H. B., 393 No. Hoyne av Chicago
5 Barney, Bruce B., 99 Randolph "
6 Dowling, D. W., 278 Wabash av. "
7 McClelland, Ida M., 212 So. Leavitt "
8 Maypole, Wm. L., 185 Park av. "
9 Dumont, John W., 157 W. Madison st. "
380 Marshall, Louis, 83 Bowen av. "
1 Noe, E. C., 1047 Monadnock Bldg. "
2 Itole, Geo. T., 7124 Yale av., Sta. O. "
3 Howard, Miss Blanche L., 6409 Harvard av. "
4 Broderick, Chas., Box 135 East St. Louis
5 Reed, Daniel F. (P. O. Oconomowoc, Wis.) Evanston
6 Williams, D. L. National Stock Yards
7 Chafie, Geo. D., Jr. Shelbyville
8 Fullerton, H. R., 1010 W. Green Urbana
9 Sawyer, G. K., 802 W. Green "
260 De Yarmond, J. F., Box 408 Woodstock

Over 128,000, INDIANA, 1-2093.

Unattached.
391 Harris, E. L., Howard st Greencastle

Over 128,000, IOWA, 11-785.

Unattached.
262 Sheagren, John, 604 Jefferson st Burlington
3 Cook, S. C. Cedar Rapids
4 Mulford, A. E., C. R. Pump Co. "
5 Prescott, E. H., 607 2nd st. "
6 Bower H. C., 303 West 3rd st Davenport
7 Goodrell, Stewart, State Auditor's Office Des Moines
8 Lucas, John B., 1012 Enos "
9 Skinner, Ed. B., 951 West 5th "
400 Wenks, J. E., Savery Barber Shop "
1 Webb, A. C. Fort Madison
2 Zimmerman, John Iretion

Over 128,000, KENTUCKY, 4-907.

Adairville B. C.
403 Moore, Edwin R., High st Adairville
Kenton W. C.
4 McLean, M. H. Covington
5 Redmond, Chas. (P. O. Arnheim the Tailor, Cincinnati, Ohio) "
Unattached.
6 Nleenborg, J. H., 5th st Carrollton

Over 128,000, LOUISIANA, 1-124.

Unattached.
407 Morton, Harriet E. (P. O. Tupperville, Annapolis, Nova Scotia) New Orleans

Over 128,000, MAINE, 12-500.

P. W. C.
408 Hurbert, Dana, 396 Congress st Portland
9 Moulton, Arthur H., 71 Union st "
410 Sangster, L. J., 171 Lincoln st W. B. C.
1 Cook, A. B., 150 Main st Waterville
2 Loud, Leslie P. "
3 Robinson, R. K., 80 College av "
4 Robinson, Y. R. "
5 Simpson, James, 5 Temple "
Unattached.
6 Ames, Mary P., 23 Prospect st Portland
7 Gullatt, Almema, 57 Brown st "
8 Porter, E. W. Rockland
9 Pressey, Wilbur A., 45 Masonic st "

Over 128,000, MARYLAND, 14-1711.

Con. C. C.
420 Dixon, Edwin T., Box I Cumberland
1 McKenna, E. P., Drawer D C. Ramblers.
2 Grimes, E. O., Jr., 49 W. Main st Westminster
Unattached.
3 Bingley, C. McLean, care of D. Holliday & Co. Baltimore
4 Brown, Chas. E., 1513 No. Caroline "

5 *Fitzgerald, Agnes C., 2013 No. Fulton st
6 Hall, H. P., Nat'l Exchange Bk Bldg. "
7 Hite, D. M., 208 No. Liberty st "
8 Hutzler, Geo. H., 1005 Eutaw pl "
9 Kikman, Rev. Henry F., Christ Church "
430 Messersmith, Randolph G., 2022 Park av. "
1 Tyson, R. A., care of D. Holliday & Co. "
2 Watkins, Jas. C. T., 1906 Mt. Royal Ter. "
3 Beachy, H. W. Cumberland

Over 128,000, MASSACHUSETTS, 132-11,743.

Wamesquam.
434 Bartlett, F. S., 17 Main Press C. C. Amesbury
5 Lewis, R. B., 100 Federal st Boston
6 Ledell, Thomas Mass. B. Club. Norwood
7 Watkins, Chas. R., 19 Winter Crescent C. C. Boston
8 Howard, G. A., 175 Salem Lawrence
9 Church, Henry W., Princeton st Lowell
Norfolk B. C.
440 Hawes, Wilton L., Lovell's Cor. East Weymouth
1 Clapp, Chas. H., Box 398 So. Weymouth
2 Hunt, Frederick T., Broad st Weymouth
3 Hunt, R. G. "
Columbia B. C.
4 Cheatham, J. Henry, 67 High st No. Attleboro
Unattached.
5 Squire, W. H., 28 Holton Allston
6 Law, Miss Ida G., Mass. av Arlington
7 Burgess, Miss Louisa W., 72 Fuller Ashmont
8 Draper, John Berlin
9 Bradstreet, Frank, 38 Broadway Beverly
450 Beckwith, E. A., 80 Wash. st Boston
1 Cushing, Waldo, Trinity Court "
2 Dean, R. M., 153 Worcester st "
3 Rueberg, Reinhold, 100 Day st "
4 Shuebruk, Richard, 1140 Columbus av. "
5 Smith, Winthrop, 360 Wash. "
6 Wood, Wm. A., 252 Wash. "
7 Bochman, Albert E., 40 Norway "
8 Clayton, James, 23 Hanson "
9 Eaton, L. F., 77 Pinckney "
460 McMullin, George, 33 Hanson "
1 McKenzie, Charles A., 83 Montgomery "
2 Peyser, Maurice A., 1107 Wash. "
3 Waldron, Harry H., 100 Kingston "
4 Kelly, Chas. C., Box 56 Bradford
5 Hillen, Owen, Jr., 50 Cameron st Brookline
6 Constans, Dr. F. E., Times Bldg. Brockton
7 Dwyer, Chas. E., 19 Grand "
8 Flint, Perley G., 41 Lexington "
9 Gay, Albert C., 23 Linden "
470 McGilincy, Peter F., 30 David "
1 Warren, Henry, 14 Spruce av "
2 Eaton, Wm. H., 84 Hammond st Cambridge
3 Hatfield, Oliphant C., 234 Green st "
4 Hooper, Harris G., 102 Appleton st "
5 Slade, Mrs. Walter J., 518 Putnam av. Cambridgeport
6 Ritchie, Frederick W., 15 Shurtleff Chelsea
7 Denning, James C., 69 Beacon "
8 Holmes, Charles H., 69 Pearl "
9 Long, Patrick J., Box 105 Chicopee
480 Mellen, Dr. W. M. E. "
1 Burleigh, Gordon A., 45 Dracut Dorchester
2 Lott, Wm. H., 13 Robin Hood "
3 Studley, Geo. L., 9 Elmont "
4 Achorn, Davis T. East Blackstone
5 Converse, Edwin M. "
6 Sullivan, T. R., Maverick House E. Boston
7 Churchill, Winslow W., Granite House East Milton
8 *Huntley, Mrs. Clara Gardner, 6 Pearl East Somerville
9 Henderson, F. R., 201 Hancock Everett
490 Collier, Edwin, 17 Norwood st "
1 Sweet, Rev. W. L., 81 Clinton "
2 Ballard, Seth H., Central st Gardner
3 Emerson, Wm. W., 97 Merrimac Haverhill
4 Casey, Mrs. Geo. M., North st Hingham
5 Alderman, George P. B., 63 Fairfield Holyoke
6 Steiger, Albert, 56 Fairfield av Hudson
7 Holden, Raymond, Main st "
8 Blaisdell, Theodore A., 76 Summit st Hyde Park
9 DeLeon, John F., 46 Hall st Jamaica Plain
500 Willard, F. H. Lancaster
1 Forbes, Jas., 102 Bailey st Lawrence
2 Cox, Walter, 58 Butler st "
3 Sparhawk, N. A. Lexington
4 Byrd, Frank, 282 Fletcher Lowell
5 Erwin, Wm. H., 39 Worthen "
6 Hugard, A. J., 972 Middlesex "
7 Spence, Geo. T., 2 Hereford pl "
8 Turner, Bertha F., 22 Cross st Malden
9 Ryder, H. E., Preston House Marlboro
510 Temblir, John H., Box 369 Medfield
1 Orcutt, A. H. Monson
2 Entwistle, Chas., Box 216 "
3 Stowers, H. S., Box 116 Nash
4 Glavin, Edward F., 474 Neponset av Neponset
5 Hardy, Geo. F., 4 Minot st "
6 Hardy, Edmund J., 4 Minot st "
7 Bryant, Fred. H., Wash. Terrace Newtonville

8 Bryant, A. Sidney, Wash. Terrace "
9 Hall, Walter B. Northbridge
520 Pratt, Albert K. av
1 Brigham, Walter Sanderson, 73 Huron North Cambridge
2 Kerr, Wm. H., Hughes Pottery, Crescent av. "
3 McKee, G. H., 13 Hubbard av "
4 Miskelly, Fred. C., Proctor av Revere
5 Easton, Wm. D., 108 Union Rockland
6 Hurley, Geo. A. "
7 Page, Henry F., 165 Terrace st Roxbury
8 Norton, Thomas, 32 Gayhead "
9 Robinson, Chas. E., 58 Wenonah st "
530 Bates, Henry W., 86 Elm Hill av. "
1 Bates, Mrs. Henry W., 86 Elm Hill av. "
2 Johnson, Walter M., 48 Tennyson st Somerville
3 Carr, Francis D., 33 Laurel st "
4 Story, H. C., 33A Bow st "
5 Wetherbee, Miss M. Gertrude, 27 School So. Acton
6 Walsh, Edward J., 205 Athens st 2 South Boston
7 Tuttle, Howard K. So. Acton
8 Tuttle, Frank H. "
9 Tuttle, Percy E. "
540 Allison, Wm. So. Weymouth
1 Corcoran, John "
2 Howland, George, Indian Head So. Hanson
3 Ferre, J. F., Fuller Bldg. Springfield
4 Clapp, F. O., 327 North "
5 Hayden, F. W., 16 Montrose "
6 Hunt, H. W., 816 State "
7 Joffe, Barney, Box 620 Stoughton
8 Webster, Chas. W., 191 Winthrop Taunton
9 Blair, Robert, Box 262 Three Rivers
550 Carlstrom, E. F., 41 Spruce st Waltham
1 Melanson, Phil. D., 212 Charles st "
2 Moses, Ernest M., Worcester Lane "
3 Menns, W. K., High st "
4 McLeod, Miss Minnie E., 103 Alder "
5 Allen, Geo. H. Webster
6 Ide, Herbert D., Box 619 "
7 Whitney, C. H. "
8 Sampson, H. O., Box 301 West Gardner
9 Baker, Edward H., Box 401 "
560 Peckham, Frank W., 43 Main st Westboro
1 Hunt, James T., Box 258 Weymouth
2 Davis, William, Box 69 Williamstown
3 French, Frank B., 35 Union st Woburn
4 Larson, Chas. B., 373 Millbury Worcester
5 Mann, Chas. F., Box 325 "

Over 128,000, MICHIGAN, 21-2036.

Detroit W.
566 Priehs, John F., 1524 Woodward av Detroit
7 *Priehs, Mrs. John F., 1524 Woodward av
Unattached.
8 *Jordan, Mrs. Fred. P., 923 Olivia pl Ann Arbor
9 Shaw, C. H., 90 West Cognac st Battle Creek
570 Goodwin, J. W., Box 29 Birmingham
1 Gustafson, John Cadillac
2 Johnson, Oscar "
3 Bernard, Percy A., Brown Bros. Detroit
4 Clark, C. H., 685 Porter st "
5 Dupont, R. S., 211 Howard st "
6 Gordon, Douglas L., 7 Porter st "
7 Boldt, Herman, care of Thos. Clavage & Co. Kalamazoo
8 Clements, Fred., care of Thos. Clavage & Co. "
9 Cornell, George H., 622 W. Kalamazoo av "
580 Temple, John J., 725 No. Rose st "
1 Locher, Wm. C., 109 So. Rose st "
2 Rhodes, B. O., 109 So. Rose st "
3 Hatch, L. R., Box 110 Marcon
4 Fuck, Mrs. Bertha Manistique
5 Philabaum, C. N. Muskegon
6 Meier, Harry J. New Baltimore

Over 128,000, MINNESOTA, 16-518.

Unattached.
587 Danielson, Chittle Allen Dawson
8 Williams, A. E., 306 Corn Exchange Bldg. Minneapolis
9 *Williams, Mrs. A. E., 306 Corn Exchange Bldg. "
590 Hendley, Harry B., Plymouth Church St. Cloud
1 Scott, Carl C., Zapp's Bank Sleepy Eye
2 Schwartz, R. F. "
3 Affleck, Chas. H., 196 Smith av St. Paul
4 Gillison, T. C., 109 Martin "
5 Huelster, Henry F., 1091 Reaney "
6 Henry, Ralph, 470 Edmund "
7 Jorgensten, Jerry, 402 Edmund "
8 Lamphier, W. E., 129 Valley "
9 Meyer, Hastings, 671 Martin "
600 Richards, H. B., 194 East 3rd Malden
1 Somers, W. A., Metropolitan Opera House Block "
2 Daggy, T. H., 565 Arundel "

Over 128,000, MISSOURI, 5-1291.

St. Joe C. C.
603 Olendorf, Geo. F., care of Tootle Theatre St. Joseph
South Side C. C.
4 Guck, Walter C., 130 Laclede Bldg St. Louis
5 Hacker, M., 3546 Gravois av "

Unattached.
6 *Aniser, Mary K. A., 1936 Calhoun St. Joseph
7 Owen, J. B., 926 Morrison av St. Louis

Over 128,000, MONTANA, 1-113.

Unattached.
608 Sweeney, A. P. Helena
Over 128,000, NEW HAMPSHIRE, 5-1004
W. B. C.
609 Putnam, Henry H. Wilton
Unattached.
610 Flanders, Geo. W., Box 330 Ashland
1 Thom, Wm. M., 383 So. Main Manchester
2 Perkins, E. S., Box 230 Newport
3 Howard, H. I., Box 556 Rochester

Over 128,000, NEW JERSEY, 79-6301.

Owl B. C.
614 Roberts, Jonathan B. Bordentown
6 *McConnell, Wm. J., Box 336 Carlistadt
6 Cragin, Aaron, Jr., Second st Carlistadt
7 Taylor, William P., Box 25 Medford
8 Jones, Henry W., Rictor st Perth Amboy
9 *Baker, Laura A. Ridgefield
620 Gooddoy, W. Howard, Jr. "
Mercer B. C.
1 Taylor, J. R., 150 East State st Trenton
2 Blakeley, E. H., 17 So. Warren "
Unattached.
3 Schafer, Wm. J., 1613 Atlantic av Atlantic City
4 Gibe, Harvey, 10 Atlantic st Bridgeton
5 Flower, Thos. M., Central Hotel "
6 Simpler, Andrew M., 516 Penn at Camden
7 Calvin, W. E. Carpenterville
8 Netherburgh, H. Carteret
9 *Bermingham, Miss Agnes, Drawer P Dover

630 Moore, Dan. W., Drawer P "
1 *Peters, Mrs. H. D., Drawer P "
2 Loof, Otto, 52 Main st East Orange
3 Aitken, Geo. A., Jr., 78 Wash. st "
4 Hope, John Edinburg
5 Shriver, Stanford, Fallsade av Englewood
6 Tolle, Louis, Fallsade av "
7 Barkman, Barret B., 11 Kansas Hackensack
8 Barr, Frank H., Box 187 Hightstown
9 Van Doren, Marsena, Box 33 "
640 Scheible, John G. "
1 Johnson, Charles "
2 Bockman, F. R., 121 Hudson st Hoboken
3 Meagher, P. A., 806 Park av "
4 *Hayes, Miss Charlotte, 136 Grand st Jersey City
5 Stilwell, W. W., Box 261 Lakewood
6 Hurschler, W. J. Lambertville
7 Kechline, W. "
8 Montgomery, R. A. "
9 Schanck, W. J. "
650 Buckley, Monroe (P. O. 64 Church st., Middletown, Conn.)

1 Polhemus, Clarence H., Box 120 Mt. Holly
2 Garwood, Fred W., 82 Walnut st Newark
3 *Garwood, Mrs. Geo. F., 82 Walnut st "
4 Hinde, Arthur, 75 Newton st "
5 Fryling, Henry H., Prudential Bldg "
6 True, George, 80 Walnut st "
7 Yahn, Henry, 424 Walnut st "
8 Hawkins, David L., 80 Orchard st "
9 Kent, Chas. W., 253 Suydam st "

660 Desher, Geo. R., 151 Livingston av New Brunswick
1 *O'Neill, Mrs. A. L., 449 Scotland st Orange
2 Stackhouse, Walter, Box 93 Palmyra
3 Greeme, F. C., 206 Main av Passaic
4 Smith, Irving C., 82 Franklin av Paterson
5 Flighe, Chas., 179 E. 19th "
6 Griggs, J. Leavitt, 152 Market "
7 Kintoch, Robert, 17 Pennington st "
8 Dumont, Wayne, 149 Ellison st "
9 Stoneley, Harry, 238 5th av "

670 Fraser, Edwin G., 63 Smith st Perth Amboy
1 Rossi, Auguste J., 71 Lewis st "
2 Moore, Wm. F., 2nd & Richmond sts Plainfield
3 Williston, H. S. Princeton
4 *Coles, Mrs. W. H. C., 339 St. George av Rahway
5 Keys, Robert G., 202 Jackson av Ridgewood
6 Kenaston, C. H., Box 120 "
7 *Lilly, E. B. (P. O. 40 Wall st., New York) Ridgefield
8 Washburn, Harold C. D. Ridgefield Park
9 *Holme, Miss Mary W. Salem
680 Goff, W. B., Box 46 Sea Bright
1 De Haven, Geo. W., Box 46 Sewaren
2 Straub, G., Box 319 So. Amboy
3 Kitchell, Newton, Academy st So. Orange
4 Van Iderstine, Stanley B., Valley st "
5 Hellerman, Carl, 24 So. Warren st Trenton
6 Bethke, Fred., 529 Roebing av "
7 Lee, Francis B., 34 W. State st "
8 *Anderson, Mary M., Drawer H Vineland
9 Saldarini, F. A., 564 Palisade av Weehawken

690 Peterson, Chas. E., Box 225 Woodbridge
1 Schmidt, Victor Woodbury
2 Church, E. F., Jr., Prospect av Wyoming

Over 128,000, NEW YORK, 157-25,282.

Indian C. C.
693 Spitz, Louis, 285 Kosciusko st Brooklyn
Sprocket B. C.
4 Cole, F., 1200 Green av "
Press W. C.
5 Ormsby, Harry W., 136 Prospect pl "
Imperial B. C.
6 Becker, Fred., 3 City Hall Buffalo
7 Flore, E. F., 71 Clinton st "
G. Wheelmen.
8 Bogart, C. B., 22 No. Main Gloversville
9 Patten, Frank A., 55 White "
H. Wheelmen.
700 Rogers, Camillus P. Huntington
Mt. Vernon B. C.
1 Buckley, Chas. H., Lucas Bldg Mt. Vernon
2 Empire State B. C.
2 Littman, Morris, 714 East 5th st New York
Century W.
3 Ransom, Rastus G., 338 West 77th st "

Lex. W.
4 Walker, John F., 327 East 29th st "
R. Co. C. C.
5 Miller, Sineus C. Prince Bay
Unattached.
6 Lyon, C. Gilbert Atlanta
7 Higgins, Rev. J. J., 192 Court st Binghamton
8 *Weaver, Miss Lou A., 13 Court st "
9 Bidwell, Geo. B., 430 Clermont av Brooklyn
710 Bliss, F. C., 18 Pierrepont
1 Coombs, Stephen A., 591 Lafayette av "
2 Christie, Henry A., 415 Hart st "
3 Dollard, H. S., 194 Prospect pl "
4 Fischer, Augustus C., 639 10th st "
5 Flannigan, Jas. E., 491 Logan st "
6 Hunt, R. H., 156 Bergen st "
7 Kelly, Ernest G., 287 Cumberland st "
8 Lord, John B., 189 Montague st "
9 Maurer, Wm. G., 972 Greene av "

720 Morrison, Wm. M., 102 Clymer st "
1 Maher, James, 38 Broadway "
2 Newitt, Chas., 19 Debevoise pl "
3 Phillips, L. J., 61 Meserole st "
4 Schmitt, John P., 156 Graham av "
5 Weysey, W. H. P., 123 St. James pl "
6 Ecker, Frederick H., 338 Madison st "
7 Harris, Walter B., 338 Madison st "
8 Johnson, Lewis M., 24 Clinton pl "
9 Johnson, Chas. A., care of Buffalo Ath. Field Buffalo
730 Roth, John P., 169 Oak st "
1 McCarthy, Chas. W., Richmond av & The Circle
2 Moulton, Frank T., 3 City Hall "
3 Orcutt, Chas. H., 26 17th st "
4 Parr, John D., 14 10th st "
5 Stone, Henry, 388 Fargo av "
6 Stone, Joseph A., 896 Ellicott sq "
7 Farling, M. L., 455 Main st "
8 Larkin, R. W., 582 Ellicott Sq. Bldg "
9 O'Grady, Daniel, 586 Ellicott Sq. Bldg "

740 Roberts, Jos. B., 319 Mooney-Brisband Bldg "
1 Swift, E. J., 582 Ellicott sq "
2 Soergel, August T., 1548 Main st "
3 Zillig, George J., 80 Oxford av "
4 Armstrong, Simon J. Central Islip
5 Oothondt, Chas. D., 78 Hamlin st Cortland
6 Forbes, H. N., Barker, Rooe & Clin-ton Co. Elmira
7 *Flagg, Mrs. Mary P., 828 Flatbush av Flatbush
8 Fulling, George, Rogers & Vernon avs "
9 Keese, Florence H., Erasmus st "

750 Wyckopp, R. D., 80 E. Broadway "
1 Billings, Chas. A., 333 Amity st Flushing
2 Cook, F. W., Box 888 Fredonia
3 Bauder, DeWitt Hammondsport
4 Sparrer, John Harris Hill
5 Lewit, Charles F. Hartdale
6 Collins, James Hastings-on-Hudson
7 Shepard, R. M., 535 Warren st Hudson
8 Warsher, Louis D., 415 Warren st "
9 Hawkins, Emmett B., Park av Huntington
760 Irwin, Frank

1 Bailey, John D., 136 University av Ithaca
2 Morton, Roscoe B., 70 Huelsst st "
3 Norton, James J. Kingsbridge
4 Woods, Robert G., 16 Griffin st Lockport
5 Gordon, Arthur H., 55 North st Middletown
6 Green, Will, 55 North st "
7 Cox, Daniel H. Millneck
8 Douglas, Harry J., 33 First av Mt. Vernon
9 Healy, John, 69 Lander st Newburgh
770 Andrews, Clarence, 489 Fifth av New York
1 *Backus, Mrs. E. Y., Empire Theatre "
2 Barnum, Orrin S., 128 Manhattan av "
3 *Barnum, Mrs. Orrin S., 128 Manhattan av "
4 Buchheit, Wm., 1337 Lexington av "
5 Bayley, Edgar F., 531 East 84th st "
6 Burton, G. H., 85 Warren st "
7 Cowdrey, A. E., 256 5th av "
8 Cutter, C. A., 253 Broadway "
9 Clarke, E. M., 753 Fifth av "

780 Durand, Paul, 80 Clinton pl "
1 Dublon, Albert, 1655 2nd av "
2 Fox, Edward B., 943 Broadway "
3 *Goldstein, Miss Rose, 227 West 31st "
4 Gerli, Paul, 52 Green st "
5 Hirsch, Henry R., 22 No. William st "

6 Hutin, A., 42 East 14th st "
7 Leonard, H. W., 206 West 114th st "
8 *Lachat, Miss Josephine, 214 West 39th st "
9 *Linthicum, Miss Lotta, 123 West 39th st "
790 Lahr, Wm. J., Fox st., near Home, Borough of Bronx
1 Lovell, Lorenzo D., 463 West 43rd st "
2 Manning, James S., 429 West 21st st "
3 Mehrbach, Isidor, 61 East 82nd st "
4 Maal, W. C., 210 West 85th "
5 Murphy, T. E., 966 Lexington av "
6 Meyer, George A., 118 West 130th st "
7 North, Wilfrid, 137 West 35th st "
8 Osborne, H. E., 39 Bond st "
9 Pugh, J. Bennett, 316 Broadway "
800 Rosenback, M. B., 119 West 87th st "
1 Ryan, William J., 203 East 61st st "
2 Stolzenburg, Geo. C. P., 984 2nd av "
3 Schroeder, Peter, 13 W. 115th st "
4 Schultz, Fred. H., 888 Trinity av "
5 Smyth, John, 21 Ames st "
6 Stengel, Geo. F., 361 Third av "
7 Borradori, Anthony, 80 Clinton "

8 Desendorf, Mrs. Wm. J., 16 Charles "
9 Didisheim, Bernard, 54 Maiden Lane "
810 Engelman, Emil, Hotel Majestic
1 Gerschroffer, Fritz, 330 East 85th "
2 Guest, Alfred W. F., 764 Forest av "
3 Haven, Foster, 143 West 61st st "
4 Hitchcock, Dr. Edwin F., 72 West 87th st "
5 Joslin, Herbert A., 83 Centre st "
6 Muller, G. W., 2994 3rd av "
7 McCarthy, W. O., 213 E. 15th st "
8 Ober, Wm. H. B., 257 W. 21st st "
9 Reynolds, C. B., 346 Broadway "
820 Rees, H. P., Powell, Potter bld "
1 Rooney, Geo. M., 100 West 103rd st "
2 Smith, Geo. A., 163 West 10th st "
3 Torrey, John H., 80 South st "
4 Wadsworth, Edward P., 109 Spring st "
5 Wells, Wm. A., 2361 8th av "
6 Walch, Frank J., 139 East 53rd st "
7 Wurm, Alexino, 51 Vesey st "
8 *Conkling, Rev. Dr. Nat'l W., 55 East 34th st "

9 Segaller, Philip, 112 Kemble Bldg "
830 Vischer, Alfred, 7 Warren st "
1 Gibson, Rodney New Rochelle
2 Mellon, George, 33 Fayette st Ogdensburg
3 Cousins, Fred W., 75 Ellen st Oswego
4 Lane, Edward, R. B. & W. Port Chester
5 Vall, Burros J., R. B. & W. "
6 Mekeel, W. J., R. B. & W. "
7 Kerchner, Robert C., 111 Melge st "
8 Crouter, W. B., 75 Englewood av "

9 Fox, Stanley H., 195 South av Rochester
840 Ward, J. Albert, 86 University av "
1 Soule, Mary E. Sennett
2 Schoolcraft, J. T., 15 Washington st Schenectady
3 Stoddard, Harold Stevensville
4 Cooley, Frank Stottville
5 McHuron, Wm. L., 127 Garfield av Syracuse
6 Umbrecht, Joseph W., 1118 So. State st "
7 Winslow, L. A., 447 Showard st "
8 Altkin, E. T., Jr., 2052 Bathgate av "

Over 128,000, NORTHERN CALIFORNIA, 1-249.

Unattached.
850 Pingst, Ferd L., 94 Chronicle Bldg San Francisco

Over 128,000, NORTH CAROLINA, 1-54.

Unattached.
851 Hablston, C. D. Roanoke Rapids

Over 128,000, NORTH DAKOTA, 4-48.

Unattached.
852 *Felton, Mary E. Valley City
3 *Harris, Jessie G. "
4 Pray, Edgar A. "
5 Westergaard, Wm. J. "

Over 128,000, OHIO, 31-2893.

Unattached.
856 Sharon, J. M., care Harrison Nat'l Bank Cadiz
7 Hanson, T. S. Chillicothe
8 Hoppie, J. W., 519 Main st Cincinnati
9 Landis, Dr. J. H., 815 Race st "
860 Binder, Fred I., 51 Wade Park av Cleveland

1 Coleman, A. E., 112 Miles av "
2 Palmer, W. R., 39 Miles av "
3 Thomas, Edward, Hinman st "
4 Williams, W. S., 2391 Dercum st "
5 Baldwin, Dudley, 219 Superior st "
6 Amey, C. S., 1204 Birchard av Fremont
7 Lucas, Chas. L. Glenville
8 Donley, Floyd Kunkle
9 George, James, 484 12th av Lorain
870 Lloyd, John, Box 1037 Niles
1 Keil, Augustus Pemberville
2 Crow, R. F., 210 East Main st Piqua
3 Bancroft, Robert C., 4 East Main st Springfield

4 Bales, Elmer E., 438 Mound st	"	4 Collins, C. W., 437 Coleman av	Johnstown	1 McCarthy, Francis A., 714 South av	Wilkinsburg
5 Fox, Nat., 328 E. Mound st	"	5 Thomas, J. N., 413 Grove av	"	2 Almy, E. P., 507 West 4th st	Williamsport
6 Lucas, R. R., 106 Pearl st	"	6 Weeks, S. C., 235 Water st	"	3 Morgan, Davy S.	Winton
7 Meyer, Norman H., 728 Ash st	Toledo	7 Osborne, Mrs. Clara B.	Lundy's Lane	4 Harle, H. H.	Yardley
8 Miller, Fred C., 323 East Bancroft st	"	8 Mensch, L. H.	Marionville	5 Large, W. G.	"
9 Arner, C. W.	Wellington	9 Shields, Harry J.	"	6 Leader, Franklin, 890 E. Phila st	York
880 Cushion, E. C.	"	950 Brooks, Prof. H. F., Box 12	McKeesport	7 Leader, Mrs. Franklin, 890 E. Phila st	"
1 Pember, J. H.	"	1 McCune, P. W., 120 5th av	"	8 Blair, J. Lawson	Zeno
2 Williams, G. A.	"	2 Pollack, J. Curtis, care 5th av B. & L.	"	Over 129,000, RHODE ISLAND, 13-1644	
3 Williams, L. A.	"	Association	"	Unattached.	
4 Adams, Miss Rella E.	Xenia	3 Trotter, Spencer	Media	339 Bosworth, Orrin L.	Bristol
5 Miller, W. L., Allen Bldg	"	4 Holcombe, Chas. S.	Meshoppen	040 Randall, Elmer B.	Phenix
6 Peterson, E. A., 14 So. Galloway	"	5 Sterling, A. H.	"	1 Bartlett, Waldo G., 132 Carpenter st	Providence
Over 128,000, OREGON, 1-243.		6 Taylor, W. S., Box 132	Mifflinburg	2 Brines, William, 67 Kenyon st	"
Unattached.		7 Kennedy, E. A., Main st	Morris	3 Cameron, Hugh G., 198 Broad st	"
887 Cane, F. T.	Forest Grove	8 Mensch, Miss Mollie E., Box 119	Norristown	4 Fricker, Julius, 21 Beacon av	"
Over 128,000, PENNSYLVANIA, 151-24,338.		9 Hunter, Harry	Oakmont	5 Giddings, Herbert D., 7 Beacon av	"
W. R. A.		960 Roberts, Wm. M.	Ogonitz	6 West, Nathaniel H., 166 Westminster st	"
888 Grundy, Joseph R.	Bristol	1 Jones, J. Wilbur	Osceola Mills	7 Brennan, Thaddeus D., Dexter Woonsocket	"
9 Hughes, Geo. C., Box 35	"	2 Kerr, A. L.	Patton	8 Card, Henry C., Jr., 17 Maple st	"
890 Morris, Archibald D., Box 14	"	3 Atkins, E. B., 2710 No. 8th st	Philadelphia	9 Mulvey, Daniel P., 160 Main st	"
Butler Cyclers.	"	4 Ackers, John Henry Radey, 1208 No. 7th st	"	050 Roberts, C. Chester, 35 Willow st	"
1 Borland, Jas. A., 205 So. Main	Butler	5 Bahmueller, Adolph, 2027 G't'n av	"	1 Short, George E., 20 Blackstone st	"
2 Canonsburg C. C.	"	6 Drummond, Albert L., 1310 West Somersset st	"	Over 129,000, SOUTHERN CALIFORNIA, 2-389.	
3 Beadle, E. T., Jr., Box 189	Canonsburg	7 Glenn Harry R., 1829 Orthodox st	"	Unattached.	
4 Yates, Chas.	Catasauqua	8 Horn, George, 1602 So. 2nd st	"	052 Little, B. F.	Escondido
5 Moneta.	"	9 Heberton, Dr. Chas. M., 1428 Pine st	"	3 Rymph, S. J.	West Riverside
6 Polk, R. K., 6 Walnut st	Danville	1 Kelly, Walla, 215 Ledger pl	"	Over 129,000, SOUTH CAROLINA, 1-129	
7 Bailey, E. Homar, Democrat Office	Johnstown	2 Keller, Edwin R., 727 Reading Term	"	Unattached.	
8 Statler, J. Earl, Democrat Office	"	3 Koenig, Augustus, 1324 Pine st	"	054 De'Jersy, A. F., 34 Rutledge av	Charleston
9 Ekin, John E., care Union Gas Co.	McKeesport	4 Landers, Richard J., 1813 No. 12th st	"	Over 129,000, VERMONT, 3-147.	
D. S. A.		5 Loos, Edward A., 715 Walnut st	"	Unattached.	
8 Duross, Joseph P., 2405 Federal st	Philadelphia	6 Lauer, Robert A., 1929 No. 4th st	"	055 Dawley, Frank N., 61 So. Main st	Barre
9 Galen, Joseph L., 2330 Fitzwater st	Hamilton	7 La Wall, Charles H., 301 Cherry st	"	6 Dawson, William P., 88 So. Main st	"
900 Keller, Chas. Fred'k., 1218 So. 11th st	"	8 Luft, H., 1235 Mascher st	"	7 Tilden, Harry H., 361 No. Main st	"
"Tloga."		9 Murphy, John T., 210 Market st	"	Over 129,000, VIRGINIA, 5-190.	
1 Ziegler, Edward E., 4345 G't'n av	"	980 Massey, Frank, 104 No. 35th st	"	Unattached.	
2 Wein, Jacob, 128 Walnut st	"	1 Mamie, Joseph, 1234 Daley st	"	058 Copenhaver, E. M.	Marion
3 Fisher, Wm., 612 New Market st	"	2 Matthias, Edmund, 1906 Nicholas st	"	9 Lincoln, W. L.	"
4 Gillespie, J. S., 2038 So. 13th st	"	3 Matthias, Eugene, 1906 Nicholas st	"	060 March, P. C.	"
5 McNie, H. Howard, 1944 E. Passyunk av	"	4 Mumford, N. Wm., 4226 Chestnut st	"	1 Sheffield, James W.	"
6 Williamson, A. H., 1206 So. Broad st	"	5 McQuade, Horace, 2322 Fairmount av	"	2 Waller, C. D.	"
7 Stouck, Warren M., 961 Vine st	Williamsport	6 Matsinger, Charles A., 4835 Walton av	"	Over 129,000, WASHINGTON, 1-250.	
Unattached.		7 Neiss, Jacob, 2616 Sears st	"	O. B. P. A.	
8 Adams, Charles F., 124 Sherman av	Allegheny	8 Owens, Mary K., 441 Belgrade st	"	063 Pearce, H. M., Olympia Hotel	Olympia
9 Demmler, Frank C., 48 Bidwell st	"	9 Pennell, James H., 119 No. 9th st	"	Over 129,000, WISCONSIN, 31-2422.	
10 Lumley, E. J., 154 Hamilton st	Allentown	990 Reed, C. J., 3313 No. 16th st	"	Hayward Bl. Club.	
1 Longmore, W. J., 39 Sprague av	Bellevue	1 Simpson, Edwin L., 1900 Race st	"	064 Hellweg, Harry C., Box 36	Hayward
2 Young, W. C., Box 65	Bennett	2 Shoemaker, Robert, Jr., 205 No. 4th st	"	Superior W.	
3 Veil, F. J., Main st	Blossburg	3 Slack, Chas. C., 6 W. Girard av	"	5 Williams, Fred M., 1514 No. 20th	West Superior
4 Miller, Harry S.	Canonsburg	4 Troth, J. Elmer, 241 So. 44th st	"	Unattached.	
5 Harder, W. M., Box 163	Catawissa	5 Wise, Herbert C., 829 Chestnut st	"	6 Corwin, Dr. G. P.	Augusta
6 Hanghey, Henry C., North 3rd st	Columbia	6 Willard, T. N., Main & Cotton sts	Manayunk	7 Firth, Edgar A.	Chippewa Falls
7 Pathchen, W. H.	Covington	7 Wilson, Stewart, 2001 No. 21st st	"	8 Anderson, G. A.	Commonwealth
8 Kuen, E. Eugene	Cynwyd	8 Wagner, Fred E., 2548 No. 9th st	Philadelphia	9 Collier, L. B., M. D., 610 Main st	Merrill
9 Boyd, J. T., Box 14	Dalton	9 Zeller, Carl Julius, 507 West Girard av	"	070 Monroe, Chas. E., 106 Farwell av	Milwaukee
1 Shoemaker, S. G., Box C	"	Over 129,000.		1 Granger, J. A., 207 Knapp st	"
2 Tinkham, J. L.	"	000 Leister, J. Harry, Box 456	Phoenixville	2 Miner, Mary E., Box 8	Necedah
3 Tilly, Alfred F., 910 Ridge av	Darby	1 Bell, W. J., 343 Stratford av	Pittsburg	3 Kiel, W. T., 64 Oregon	Oshkosh
4 Gable, George	Dupont	2 Burns, Alec C., 220 39th st	"	4 Edwards, Ralph T., 717 No. 7th	Sheboygan
5 Montibeller, Andrew	"	3 Harbaugh, Percy C., 514 Homewood av	"	5 Blyton, Ed	Sparta
6 Snaith, Joseph	"	4 Nicholls, Percy, Washington av, Edge-wood Pk	"	6 Belkey, Will	"
7 Everhart, Villias H.	Easton	5 Reed, George P., Craig st	"	7 Doxrud, O.	"
8 Kirkpatrick, Morris	"	6 Toole, P. F., 27 Fort st	"	8 Johnson, George	Washburn
9 Serfas, Theo. A., Box 6	Effort	7 Caldwell, R. E.	Ramey	080 Alroth, Carl, 724 Catlin av	West Superior
930 Ecker, Gus	Emsworth	8 Bertolet, J. M., M. D., 1333 Perkiomen av	"	1 Berryman, E. C., 1408 Tower av	"
1 Rager, George, Box 223	Enon Valley	9 Lalley, Peter F.	Rendham	2 Darenoque, J. Max, 1320 Tower av	"
2 Lamb, C. H., Box 134	Erie	10 Landis, M. R., Box 2	Richland Station	3 Elmon, Benj., 413 Banks av	"
3 Simpson, J. P.	Flick	1 Goodsell, Leon J.	Ridgway	4 Folkers, F. W. C., 1414 Tower av	"
4 Yunkins, Wm.	Gallitzen	2 Baer, Guy D.	Rohrerstown	5 Leveros, H. S., 1414 Broadway	"
5 Bevers, Geo. C., 4460 Pulaski av	Germantown	3 Schwenk, Irvin S.	Schwenkville	6 Lightbody, S. W., Hill & Belknap	"
6 Watt, Wm., C., 151 Maplewood av	"	4 Beaumeister, Wm., 519 Lackawanna av	Scranton	7 McHenry, G. A., 1424 Tower av	"
7 Williams, Francis Howard, 5349 Greene st	"	5 Jackson, H. A.	Scottsdale	8 McMinn, M. L., 48 Board of Trade	"
8 Mangel, Harvey F., Box 55	Glade Mills	6 Keister, Carl R.	"	9 Pope, Ralph C., 305 Truax Block	"
9 Stahlnecker, Geo. A.	Hamburg	7 Ruth, H. M.	"	090 Roth, A. A., 716 Cummings	"
940 Wharton, Albert, Haverford College	Haverford	8 Ruth, J. W.	"	1 Strothman, H. L., 1601 Hammond av	"
1 Kunkle, Bert E., 76 South Cedar	Hazleton	9 Strickler, H. B.	"	2 Schwedler, E., 62 Board of Trade	"
2 Jenkins, Gall B.	Honesdale	020 May, J., 25 So. Jardin st	Shenandoah	3 Williams, S. G., 2394 Ogden av	"
3 Reed, J. W.	Houtzdale	1 Swalm, A. H., 18 No. Main	"	4 Leishman, David F., 80 Main st	Whitewater
		2 Worsley, A. Swelen, 18 W. 4th st	South Bethlehem	NEW LEAGUE CLUBS.	
		3 Zelt, J. J.	St. Mary's	264 Stylus Wheelmen	Camden, N. J.
		4 Brown, Robert, Main	Stroudsburg	265 Altair Cycle Club	Danbury, Ct.
		5 Johnson, G. H. C., 320 Flower st	Thurlow		
		6 Shous, George B., Ward House	Towanda		
		7 Campbell, C. A., Box 41	Tyler		
		8 Fell, Clarence P.	Unionville		
		9 Love, Charles W.	"		
		030 Feters, George E.	Warren Tavern		

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QUERIES AND ANSWERS

No. 87,540:—The route asked for is fully given in Division road-books.

No. 68,275:—For suggestions on hill-climbing, see articles on page 457, Oct. 8, 1897, and page 403, April 22, 1898.

F. L. J.:—If the diameter of the wheels was made "equal to the length of the rider's legs" some very strange bicycles would be produced. In order to have a machine fit a rider, it is not necessary to alter the size of the wheels, unless the rider be over six feet or under five. For all persons between those figures, it has been thoroughly established by experience that twenty-eight inch give the best results. A man with 28-inch trousers would hardly be five feet tall. Adding a seven-inch crank and three inches for saddle to a 22-inch frame, the reach would be entirely too long for him.

R. S. V.:—We shall soon continue the articles on the history of cycles, and describe tandems, drop-frames, and some old styles of tricycles.

No. 101,898:—A 24-inch frame, with seven-inch cranks, is better than a 26-inch frame for a rider standing five feet eleven inches. It looks about as well, and is more rigid.

No. 17,173:—The members of the League have been renumbered. This is why new numbers are found on tickets that go out this year.

THE L. A. W. AND THE TRADE.

In answer to many inquiries, we state that the talk about the L. A. W. going into the business of buying goods for its members, at reduced rates, comes from the fact that Mr. Sherwood, Chief Consul for Indiana, who is chairman of the Local Organization Committee of the League, sent out a circular letter asking the manufacturers of bicycles and kindred articles how they would act toward a scheme of this kind.

Much opposition to it on the part of the trade at once developed, and a vote of the Chief Consuls was called for.

No official action has as yet been taken.

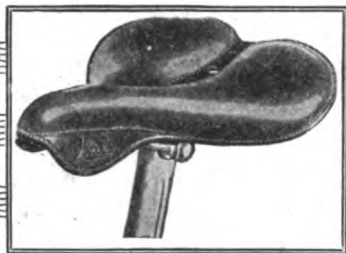


CYCLERS' SNAP SHOTS.—"A HALF-DOZEN."
Photograph by F. B. Dolbear, Marysville, Ohio.

THE duty on a bicycle entering Austria-Hungary is about 50 shillings. How that must glad the hearts of the protectionists.

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OF THE SEASON



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Detroit, Mich.

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No Cement....

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