

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, May 6, 1898.

Number 18



STREET IN SINGAPORE.

Photo. by Cyrus Wakefield, Wakefield, Mass.

Subscription, \$1.00 per Year.

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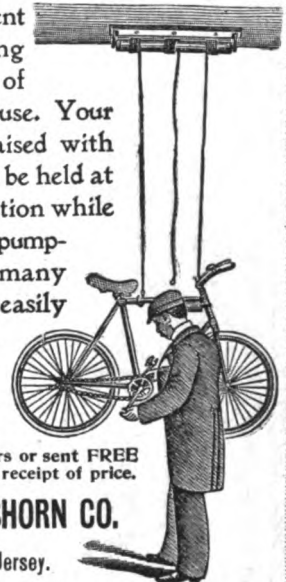
The most convenient device for stowing your wheel out of the way in the house. Your wheel is easily raised with this roller, and can be held at any required elevation while cleaning, oiling or pumping your tires. Its many advantages are easily discernible to the veteran bicyclist.

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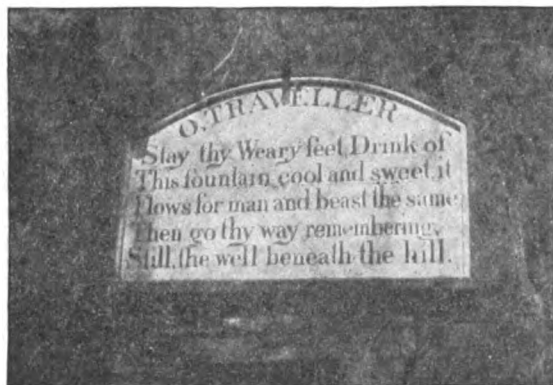


The Summer Arrangement.

Now that the ice has left the lakes
And leaves bedeck the limbs,
'Tis time to shake the girl who skates
And take the girl who swims.

A WAYSIDE WELL.

The illustration shown herewith is from a photograph, taken by James A. Cruikshank, Brooklyn, N. Y. It is of a sign just above a splendid spring on the road near Piedmont, N. Y., along the famous



Palisades. In a note accompanying the photograph Mr. Cruikshank very aptly remarks, "the spirit of the sign is generous, friendly and human, but the division of the lines of the invitation is curious."

ABSURDLY HIGH GEARS.

According to all accounts the English riders who have gotten the rage for high gears are running to quite as great extremes as the scorchers on this side. It is said that many gears of over a hundred are in use on the road, some of them so high that extra-strong frames and wheels have to be constructed, and that the "proper pattern just now is that provided with a supplementary tube running from the head to the rear fork ends, bisecting the diagonal midway."

TO HELP READ THE CYCLOMETER.

A good many cyclists experience difficulty in reading their cyclometers from the saddle while in motion, owing to the small figures being made indistinct by vibration, and near-sighted persons cannot read them at all. In order to overcome this, an English genius has patented a lens, mounted for attachment to the fork-side just above the cyclometer, so that the figures will be magnified sufficiently to make them readable.

So long as there are so many women who refuse to use a hammer to drive a nail, while there is a flat-iron or a rolling-pin handy, it won't be safe to trust them with the ballot for fear they might use it to trim hats with.

We can't make good weather, but we can make good roads that bad weather won't affect so sadly.

THE WANAMAKER WAY

...OF... Selling Sundries

You probably know that we are the largest buyers for retail consumption in the world, and you undoubtedly know also that large buying means small prices. As true of bicycle matters as of dry goods. Here are some suggestive prices on sundries which may open your eyes a bit:—

Hartford Tires (No. 77, 28 x 1½).....	\$6.25 pair
Morgan & Wright Tires, single or double tube.....	6.25 "
Christy Saddles, 1898 Model.....	2.00 each
Trump Cyclometers.....	.50 "
Leader Cyclometers.....	.50 "
Electric Stroke Bells (1½ inch).....	.18 "
The "Neverout" Lamp.....	2.70 "
Lovekin Saddles.....	3.00 "

We have nine wheels in our '98 list which we think are the best bicycle values in the country, and we claim to know. Our Bicycle Book tells all about them.

JOHN WANAMAKER,

Philadelphia.

New York.



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**

CATALOGUE FREE.

Western Wheel Works

CHICAGO.

NEW YORK.

A Sight Draft.

The worm is always debtor
 To the birds that wing at will,
 For when'er they spy a worm they fly
 To earth and present their bill.

J. B.

REFERRED TO W. C. T. U.

A correspondent complains that liquor is now retailed in such small bottles that many who have the appetite, without a desire to patronize the "retail liquor store," buy these small doses of "bug juice," and — having taken the contents — throw the bottle where it is likely to injure bicycle tires or the feet of persons or other animals.

We have laws in many places which provide punishment for "whoever wilfully or maliciously throws glass," etc., but in the cases referred to there is usually no *intention* of harming anyone. It is simply carelessness, though none the less reprehensible.

A remedy for this and similar thoughtlessness is very much needed. Who will immortalize himself by suggesting it?

The Prince of Wales, it is reported, has this time actually learned to ride a wheel and has purchased a machine. He mastered the art of steering in three lessons.

In Paris there are said to be six hundred miles of good cycle streets.

A GIGANTIC WHEEL.

It is estimated that there are now 12,000,000 bicycles in use. If these could be combined into one gigantic machine, its wheels would be 5,303 miles high; the chain would be 10,227 miles long; it would have 12,500 miles of tubing in it; there would be 1,580,000,000 balls required; its saddle would cover over 1,000 square miles; it would weigh 180,000 tons, and a turn and a half of its wheels would take its rider clear around the globe.

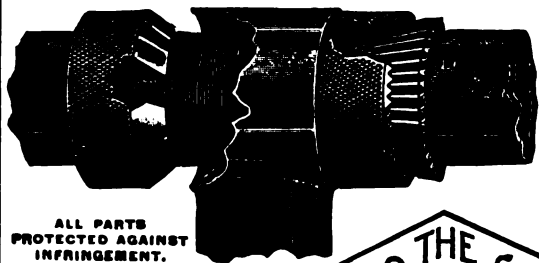
CHAINS LEAVING SPROCKETS.

A chain running over two sprockets of equal size in the same horizontal plane will run parallel to the horizon. If, however, the front sprocket be enlarged, the chain will rise as it runs forward and make an angle with the horizon, which angle will increase as the sprocket is made larger. This is the sort of angle referred to by a recent correspondent. It is, of course, obvious that a chain always leaves a sprocket-wheel exactly tangent to its circumference, and that it will always form a right angle with a radius drawn from its point of departure to the centre of the wheel.

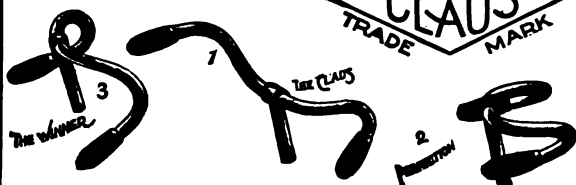
No man with a bicycle to ride should complain of his walk in life.

THE flying scorcher seems to think all roads were made for his "express" purpose.

THE CLAUS BAR



ALL PARTS
PROTECTED AGAINST
INFRINGEMENT.



THE BAR THAT IS PERFECTION

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

Our Catalogue for the asking.

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

"Gono to the Front!"

Many wheels, for one reason or another, have attained temporary popularity, but there never has been another record like that of popular

Rambler

BICYCLES

"19 year old wheels"—price \$60, which went steadily to the front and stayed there.

Romomhor tho Main

strength of your protection is our word for it that 1898 Ramblers are the best we have ever made, and we have no better "special" wheels at a higher price.

\$60 is our Only List Price
on 28-inch Ramblers.

GORMULLY & JEFFERY MFG. CO.

... CHICAGO ...

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

SHOULD DOCTORS BE FAVORED.

A reader suggests that doctors should be allowed the right of way with their bicycles on sidewalks, when going to see patients,—that they should have gongs of a peculiar tone and that everybody should show them the same respect that a fire-engine is entitled to. This is, of course, on the supposition that the street is not suitable for wheeling.



CYCLERS' SNAP SHOTS.—CAMP AT FOOT OF MT. WACHUSETT,
 PRINCETON, MASS.

Photo. by W. E. Walker, Fitchburg, Mass.

WHEN a man's heart is on fire with love and his sweetheart throws cold water on his hopes, it makes him feel considerably put out.

SOMEBODY should give the scorcher a straight tip.

Things Hard to Find.

That favored of mortals with "gumption" enough

The pole of the northland to seek,

When that prize he has found will be nice to have 'round
 To help locate a bicycle squeak.

BICYCLING is sugar-coated exercise.

SOME towns have ordinances prohibiting cyclists from running very fast or riding on a walk.

THE biggest ball-games of the season are likely to occur in the Cuban circuit.

AFTER all, the "silent steed" must be held indirectly responsible for many loud cycling costumes.

THE threads of life run smoothly when we spin them on a bicycle.

A TANDEM-RIDING couple are likely to be thrown together more or less.

A TOURING outfit is very incomplete unless it includes one or more pleasant companions.

THE best living definition of a saint is the man who simply says "Hang it!" when he punctures a tire.

SOON as the bent of a man's mind has a pronounced turn to it we begin to think him a crank.

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

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Editor: **STERLING ELLIOTT.**

Associate Editors:

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

MAY 6, 1898.

WEATHER AND BICYCLES.

Rain, rain, go away,
Come again some other day;
Little Willie wants to "bike"
On his "leven-dollar "cyke."

UNTIL the League of American Wheelmen, or some other kindly-disposed and wholly responsible body, is put in charge of the weather department, with full authority to regulate the force and direction of the winds, the amount and distribution of the rainfall and the period and degree of heat and cold, cycling will never be the altogether-perfect pastime it should be.

For, mind you, the bicycle and the weather are quite closely related. But, alas! they are not on the very friendly terms we could wish. In fact there seems to be something akin to enmity between the two great institutions. This is very unfortunate, and doubly sad since many innocent persons are made to suffer because of the entire lack of harmony we could wish might exist between Jupiter Pluvius and the steed of steel. As a matter of course, their relations are not so sufficiently strained as to be considered a feud, but every observing cyclist knows the case is bad enough.

For a while the cycling novice may never dream there is any "hitch" between his wheel and the

Sent to paid subscribers,.....	99,946
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To advertisers and exchanges,.....	2,381
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weather, but by and by he notices with what persistent regularity the head-wind he so fiercely struggled against on his outward trip whips about and opposes him just as strongly on his return home. Then he commences to compare notes and observations with other and older cyclists, when he very soon becomes convinced of the fact that the trouble is not mere accident nor a coincidence, but that there is a studied design on the part of the wind to bother him all it can.

The cycling novice may be even a longer time in discovering the curious meteorological fact that it hardly ever rains, to amount to anything, so long as a bicycle stays within easy-reaching distance of shelter. But old-time cyclists say it is true, and some of them aver they can break a drouth anytime by taking a party of wheelmen to a point where they are sure to get drenched in case a rain-storm should come up very suddenly. A party of lady cyclists wearing starched dress-waists and with flowers in their hats will wring a heavy shower right out of a clear sky.

There is no way of successfully denying the fact that much of our weather is too hot or too cold, too wet or too dry, or too something-or-other for pleasant cycling. And the real dangers engender many more imaginary ones, for many cyclists will not venture out into the quiet country if they see a cloud in the sky as big as a horse-blanket.

Supposing we could announce a club run, and say, "Arrangements have been made to have the breeze at our backs, both going and returning, and the temperature will be whatever degree a vote of the club shall decide. Light showers will precede the club at some distance, thus insuring a pleasant atmosphere and absence from dust?"

How would it do for the L. A. W. Racing Board to add to its able control of so many other diverse interests, the control of the weather? What this Board has already accomplished as a controller of racing is a guarantee that should it take up the supervision of the weather the work would be done to the entire satisfaction of all concerned.

AD VALOREM

is Latin, and means
according to value.

N. B.—The L. A. W. BULLETIN charges for
advertising, ad valorem.

P. S.—"THOSE FIGURES ARE 'SPECIFIC.'"



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.

A GREAT WHITE LIGHT

The Calcium King

Burns Gas —
12 times
the
candle
power of
oil
lamps.



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KING
OF
ALL LAMPS.

Ask your dealer, or write us for illustrated Booklet.

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WILL NOT BLOW OUT.

WILL NOT JAR OUT.

NO OIL, SMOKE, SOOT, ODOR.

THE GEO. H. CLOWES MFG. CO.

NEW YORK OFFICE, 253 Broadway,
(Postal Telegraph Building).

Waterbury, Conn.

Damp Poor Weather.

In vain	The thing
We sing	Is plain:
Of the reign	'T is the Spring
Of Spring.	Of rain.

THE SIDE-PATH QUESTION.

"Why is it that wheelmen where good roads abound are constantly demanding side-paths?" — "Why were side-paths built from Prospect Park, Brooklyn, to Coney Island, when a magnificent boulevard already existed?" — "Why have the wheelmen of Buffalo secured from the Park Commissioners paths along all of their splendid boulevards, many of which were built at a cost of over \$10,000 per mile? These boulevards are kept in splendid condition, no heavy traffic is allowed on them, they are wide and smooth, and have ample room for all traffic, — and yet the wheelmen have demanded paths for themselves."

These questions are asked by Chas. T. Raymond, chairman of the Niagara County Board of Side-path Commissioners, and he says that no one who prefers roads to side-paths has ever replied to them. The answer, however, he says is found in the fact that "so long as vehicles are propelled by animal power the roads will be dirty, and cannot be as clean and neat and free from mud and dust in all weathers as a good cycle-path."

In Albany county, N. Y., a side-path law has gone into effect and is proving popular. The first supply

of badges was quickly exhausted; more were ordered; work on the paths is progressing, and donations of labor and money are promised. If side-paths are advantageous to wheelmen in separating them from horse-propelled vehicles, they are equally advantageous to the drivers of vehicles in providing them with a clearer roadway. It is not impossible that the time will come when a cycle pathway will be as much a part of every highway as foot-paths are at present.



CYCLERS' SNAP SHOTS. — MEMBERS OF GYM. CYCLE CLUB OF CINCINNATI.
Photo. by L. Meyers.

A race on the snow was lately held at Moscow, and a distance of about eighteen miles was covered in one hour, eleven minutes.

The wages of carelessness is a broken wheel.

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Always Cool.
Anatomically Perfect.

Hundreds of rank imitations of the **STYLISH GORDON** are being offered as the Genuine by unscrupulous manufacturers and dealers. All genuine Gordons are Branded "Gordon," and not any other name.

In a Class of
its own.

The Stylish Gordon

There is no
other
just as good.

Is not only the original Padded Saddle of this type, but its superiority over all other makes in such essential details as **Shape, Comfort, Quality, Style,** and evidence of skilled workmanship, is so manifest that a reputation second to no other accessory in the Bicycle line has been attained and will be maintained.

'98 Models. Extra wide. Men's, Women's, Youths' and Racing.
PRICE, from any Dealer in the U. S. or Abroad, \$3.00.

Or, Express Paid from the makers,

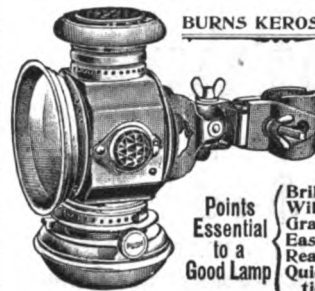
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\$2.50

Express paid if local dealers
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Points
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- 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 a-cent stamp.

Write for Circular
and Prices

The Matthews & Willard Mfg. Co.

40 MURRAY ST.,
NEW YORK.

WATERBURY,
CONN.

Wanted the Whole.

The actor dodged, as by his head,
A cabbage from the gallery sped,
With hungry voice he cried, "Will you
Just kindly throw the corned beef, too?"

THE LEAGUE'S MISSION.

Concerning the League's mission, No. 73,337 writes: "I believe that a very large majority of the members, and those who should be members, while not objecting to racing in itself, believe that the L. A. W. should drop that portion of its work and turn its attention to other things. Many of the officers do not realize what a drag the racing end is to the organization. There are many things of much greater importance to the average wheelman, such as side-paths, placing sign-boards, protection of wheelmen, touring, and more attention to local affairs."

This brings up the side-path question, now so actively agitated, and the same writer says regarding it: "Why should wheelmen waste time on roads for general purposes? We are not philanthropists, and the time that we waste in trying to convince other people that *they* want good roads could be spent to better advantage in obtaining good side-paths for ourselves.

"Not only are side-paths much safer for wheelmen, but no matter how good the road surface is, the surface of a good side-path is better. Wheelmen are growing in numbers and political strength every year, and if we unite and ask for what we

want, we will get it. When the farmers and horsemen wake up, they will unite and obtain good roads, if they want them, but it is too slow-going educating them. Twenty-five to fifty miles of good side-path can be built for the cost of one mile of macadam road, and in many localities a little agitation would develop miles of side-paths in a few months at public expense, while it would take as many years to get a single mile of macadam.

"As voters and tax-payers we have as good a right to side-paths as to side-walks and roads. Why should we not ask for the best for our purpose? I am inclined to think that in many cases they can be had for the asking."

This view of the matter seems to be on the increase. In its favor, the Lockport *Democrat* lately remarked "that side-paths redound to the greatest and most especial benefit of the cycling public, while 'good roads' are in the interest of the general public," and it argued that the League should support the side-path movement and leave good roads "to organizations of a more general character."

The other side of the case is stated by another member who says, "it seems strange that, after League members started the good roads agitation, have accomplished so much for it, and are still its principal promoters, any of them should want to abandon it for another issue. Side-paths are a good thing, and the only thing quickly obtainable in some localities, but they are not so valuable as good roads, and there are objections to them.

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.

JUST OUT—OUR '98 CATALOGUE!
Send for one

It will tell you **why** the Morse Chain runs easier and
is more durable than any other. It will show you
how one part of the joint rolls
back and forth on the other like
the rocking of this little girl.

**No Rubbing.
No Grinding.**

The only point of contact is where
the **Rock** is. Correspondence
invited and cheerfully answered.



MORSE CHAIN CO., Trumansburg, N. Y.

"From the riding standpoint they are eminently unsatisfactory, as their limited width generally can accommodate but a single rider, and so sadly interferes with sociability in riding. In districts where there are a large number of riders, paths are not adequate to their needs, especially on Sundays and holidays, at which times they become a source of danger and a cause of accident.

"It is an unwise and short-sighted policy to give up, in any degree, the use of the road, after the long fight waged to secure the recognition of the cycle as a vehicle, and to establish a legal status for it. It is injudicious to specialize ourselves and raise class distinctions by seeking separate accommodations, and so arouse fresh animosity against ourselves, and it would seriously weaken the more permanent and important cause (good roads) to give it up for the sake of advancing side-paths, which are of less general importance, and also less valuable even to the class directly interested.

"The good roads movement has done a great deal to build up the League and, more than anything else, make it appear like a man's organization to outsiders. To relinquish that work, or even restrict it, would seriously injure the L. A. W. in the eyes of a majority of its own members, and with the public at large, on whom we depend for our growth and prosperity. Better roads, paths if necessary, a touring department, sign-boards and wheelmen's rights would prove of far greater benefit to wheelmen in the long run than any other policy."

LET ANOTHER PRAISE THEE?

Well, we never refuse
anything of the sort.

But it is n't good business to leave such
matters entirely to people whose interests
are nearer home.

Hence, the *L. A. W. BULLETIN* takes the liberty
of referring to itself as a remarkably val-
uable advertising medium.

WRITE FOR RATES.

OUR RATES ARE RIGHT.

WHEN REPAIR-KITS FAIL.

Sooner or later every cyclist is liable to "get up against" an emergency where the ordinary repair-kit cannot help him out of his difficulty. It is then that he must depend on his "mother wit" to make the most of whatever means for repairs he may be able to find. The following chapters from the mental note-books of several cyclists show what an ingenious or a lazy man will do before he will walk:

While riding on the road to Burlington, Ky., recently, the back tire of my bicycle received a cut too



THE WAYSIDE REPAIR.

Photo by L. Myers of the Cincinnati Gym. Club.

big to be repaired by ordinary methods. I walked three miles to town, where I stuffed the tire with bran and rode home, fourteen miles, but the bicycle pulled like an ice-wagon.

MADISON SEBREE.

CINCINNATI, O.

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,
FITCHBURG, MASS.

Branches: NEW YORK, BOSTON, WORCESTER.

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, charges 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.

While taking a little spin a short time ago, my front tire was hopelessly punctured, when I was about eighteen miles from my destination. I visited a neighboring saw-mill and filled my tire with fine, dry saw-dust, and the remaining miles were covered without further mishap. H. GARVIN.

ERIE, PA.

A club of which I am a member was having a very important run to West Chester, about 30 miles from here. When about half-way out the front tire (single-tube) on the wheel of a friend got a very bad puncture, which could not be fixed. As I was much lighter in weight than he I made him change wheels. We tied the flat tire to the rim with tire-tape, and I rode the wheel from Rosemont to West Chester, — keeping right up with the club. Anyone who has ridden to West Chester by way of Lancaster Pike knows what the road is between Paoli and West Chester, and can imagine what a ride with a flat tire was like. I enjoyed it, however.

PHILADELPHIA.

E. J. LOGUE, JR.

About a fortnight ago I was riding out to Morristown, and on coming back I ran across a young man coming on to Dover whose wheel presented a remarkable appearance, roped up as it was. I asked him what was the matter, and he said the other side of Chatham the centre-bar of the frame running from the saddle to the part where the crank-hangers are attached had become loose at the inter-

The Cleveland Chain



A bicycle feature that makes for

SAFETY,
SPEED AND
SATISFACTION.

It's distinctive, being the only chain with wearing surfaces of steel, **absolutely hard.** Compare this chain with others and note the difference in construction.

We guarantee it to run longer with less wear than any other bicycle chain made.

If you want to know more about it, send 26 cents postage for sample in form of watch fob.

ADDRESS ADVERTISING DEPT.

H. A. LOZIER & CO.
Mfrs. Cleveland Bicycles,
Send for Catalogue "T." CLEVELAND, O.

section, so that every time he pushed down on the cranks he felt as though he was going down to China. On investigation he found that it had been broken off just above the crank. He was about 20 miles from home and, not caring to take the train or to walk, he got some rope and roped up the machine, attaching the rope to the frame from the saddle down the centre-piece under the crank-hangers, then up to where the handle-bars are fastened; but finding it was not yet quite taut, and happening to remember when helping his father at logging in the woods how they were in the habit of using the "boom," he procured a stout stick and used it in this way, and found it was almost as solid as if it were brazed to the frame. It presented quite a unique appearance for an emergency, and was a very cute and serviceable trick. His name was Overton Merritt, and he has been a rider of the bicycle for several years. No. 175,206.

DOVER, N. J.

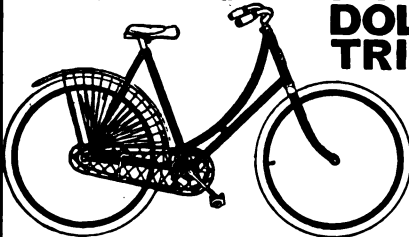
The following methods have been tried and not found wanting: Procure string; lap tire on rim; tie down; results, solid tire, — ride. If large hole in tire, fill tire with sand or loose dirt — no stones; ride.

MERIDEN, CONN.

A. M. CURTIS.

While out in the suburbs an unfortunate rider, endeavoring to plug up a hole in a punctured tire, appealed to my sympathy. He had some disrep-

It Leads Them All... THE FIFTY DOLLAR TRIBUNE



Large fully-illustrated Catalogue describing our entire line of 33 models, sent free.

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

THE BLACK MFG. CO., Erie, Pa.

Are You Getting Tired Of... 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.

utable-looking tape; I had a piece of chewing-gum. We placed the gum "in the breach," and bandaged it with the tape, and he got home safely.

I put a plug in my tire once. I left the stem sticking out like a cat's tail in the cupboard, and put some rubber cement on for fuel and lighted it. It was a rough vulcanizing job, but it was sufficient for a temporary repair.

A torn inner tube can be taken out and the casing stuffed with bran, if available, or grass will do.

If chain-bolt is lost out put in wire nail and bend it up.

No. 80,672.

NAMES, PLEASE!

It is vaguely hinted that "certain" repairmen in "certain" parts of the country are responsible for the distribution of injurious material on the streets, with a view to the profit that may come to them from the repair of tires.

We must, in the absence of more reliable evidence, refuse to believe such stories; if they *are* true, however, the L. A. W. BULLETIN would be glad to know all the facts.

Who rides his cycle as he should
 Will ride it for his lasting good.

THERE'S something wrong if your religion is a distress to you.

PUT your sorrows off till to-morrow. Enjoy your pleasures to-day.

The Boice Puncture Proof... Tire

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

SEND FOR CATALOGUE.

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

Read this from one who knows from experience:
 FORT MONROE, VA., July 17th, 1897.
 Mr. John R. Boice, Toledo, O.:
 Dear Sir,—The tires you sent to me have been used about two months and a half. They have had hard usage over the oyster shell roads here. No cut or puncture has yet been made in them. A small wire nail was found one day sticking in the front tire. The nail was bent in all directions, but the tire itself remained uninjured. The military tire must be a punctureless one, and I heartily recommend yours for this use. Yours truly, E. T. Brown,
 1st Lieut. 5th Artil. U. S. Army.

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

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

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

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

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

Send for our Seven "Wont Slip" Reasons, proven under test.

PRICES TO DEALERS ON APPLICATION.

G. J. BAILEY & CO., 22 Boylston St., Boston, Mass.
 Boston Agents for Wolff-American and Thomas Bicycles.

EFFICIENCY OF BICYCLES.

III. Tires and Speed.

PROF. R. C. CARPENTER,
 Cornell University.

Tire Friction. The principal friction causing loss of power is found in the pneumatic tire. The great difference in the efficiencies of wheels which may be made simply by changing the tires can hardly be credited by one who has not seen the actual measurement of power made under such conditions. Thus, in a test in which speed was maintained at about fourteen miles per hour, and the power transmitted was about one-sixth of a horse-power, the efficiency of one chainless wheel was forty-two per cent. The removal of this tire, and the substitution of a tire of different make, raised this efficiency fully twelve per cent. The removal of that tire and the substitution of still another make increased this latter efficiency fully six per cent. more and, under this condition, made a total difference of eighteen per cent. efficiency. It is noted that when 3,000 foot-pounds per minute is being applied that the efficiency of the wheel with the poorest tire was forty-two per cent., and of same wheel with the best tire was seventy per cent., which means for that condition that the tire made a difference of twenty-eight per cent. of the power applied to propel the wheel.

Summing up the various results of the tests of the bicycle, it will be noted that there is very little loss of power in the ball bearings, a great loss of power



SOLARS BURN GAS.

No Smoke, Grease,
or Danger.

Can't jar or blow out, like an oil
lamp.

PRICE, \$4.00.

MADE BY
Badger Brass Mfg. Co.,
 KENOSHA, WIS.

REAL STEEL CLIPS



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

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

SAGER MFG. CO.
 Rochester, N. Y.

Booklet,
all about
saddles,
Free.

**NEW BRUNSWICK
TIRES**

WHY THEY LEAD THE FIELD.

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

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

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

OUR NEW CATALOGUE SENT FREE.

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

NEW YORK, 90 Reade St.	CHICAGO, 235 Lake St.	BOSTON, 207 Congress St.	BUFFALO, 94 Pearl St.
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**THE
NORTHAMPTON**

"The Slickest Wheel That Whirls"

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

NORTHAMPTON CYCLE CO., NORTHAMPTON, MASS.

A. R. JUSTICE & Co., 718 Chestnut St., Philadelphia, Pa., Agents for
Pennsylvania, New Jersey and Delaware.
 REID & HUGHES, Waterbury, Conn., Agents for Connecticut.
 F. SCHWANHAUSSER, 63 Barclay St., N. Y., Agent for Greater N. Y.
 NEW YORK EXPORT AND IMPORT CO., 36 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.

in the tire, and a considerable amount in the gear-
 ing. The tests also indicate that the chainless wheel,
 grade for grade, is hardly equal in efficiency to the
 best chain wheel; that the poorer chainless wheels
 have much more friction than the medium grade chain
 wheels. The advantages of the chainless wheel which
 are due to the readiness with which it can be cleaned,
 and also to its appearance, are apparent. What its
 advantages are in respect to durability, one or two
 years' use will certainly determine. It is, however,
 difficult to predict, from an efficiency test, points of
 interest in relation to its durability or adaptability
 for public use.

Effect of Speed. The effect of increase of speed is
 to increase tire resistance, even in laboratory tests,
 in which the principal portion of the wheel is in still
 air. The principal resistance that the rider meets
 with on level roads, and at high speeds, is that due
 to the air. A large number of experiments have
 been made to determine the amount of air resistance,
 and these agree fairly well, the amount being stated
 in nearly every case as equal to one two-hundredth
 of the number of square feet exposed by a plane sur-
 face, multiplied by the square of velocity in miles
 per hour. The work to be done in overcoming this
 resistance is equal to the space moved through for a
 given time multiplied by the pressure. It is quite
 possible that a rider can, by bending forward, reduce
 the exposed surface to the equivalent of about 1.5
 square feet.

At fifteen miles per hour, the wind resistance alone

amounts to 2,200 foot-pounds per minute, and the
 total amount to propel a bicycle is 3,900 foot-pounds
 per minute; at a speed of 25 miles per hour the wind
 resistance alone amounts to 10,300 foot-pounds
 per minute, and the total amount required to propel
 the wheel and overcome the wind resistance is 13,
 400 foot-pounds per minute. This is about the limit
 of ordinary strength, and is approximately the high-
 est speed that could be reached without extraordi-
 nary strength, when riding in still air without pacers
 or an equivalent device which serves to put the air
 in motion and thus eliminates its effect.

The question of speed is seen from this consider-
 ation to be dependent more upon the possibility of
 reducing wind resistance than upon the improvement
 of the mechanism of the wheel, although this is cer-
 tainly not without effect. The wind resistance is
 very much reduced by riding behind a quadruplet
 or some similar machine which serves to put the air
 directly ahead of the rider in motion, and it would
 probably be still further reduced by riding behind a
 large flat plane, such as a car or a locomotive. It
 is well within the limits of human power to reach a
 speed of 60 miles per hour, and even greater, with a
 bicycle, could the rider be fairly protected from air
 resistance.

Effect of Grades. The effect of grades is to in-
 crease the resistance of the wheel by an amount
 equal to that proportion of the weight of the rider
 which corresponds to the rise divided by the distance.
 The additional resistance due to overcoming a grade

The Best Saddle cost YOU no more than the trashy kind



Over Thirty Styles.

Send for Handsome Catalogue.

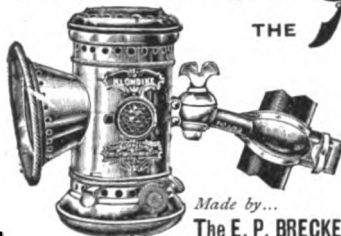
HUNT MFG. CO.

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

Westboro, Mass.

GOLD DUST

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



THE Klondike LANTERN.

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

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

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

Illustrated Catalogue Free.

of 9 per cent., when the weight of rider and wheel is 180 pounds, is 85,000 foot-pounds per mile of distance traveled. From this consideration it will be at once noted that such a grade could only be overcome by an ordinary rider when moving at a very slow speed.

Total Resistance per mile. For most considerations the resistance is better expressed as foot-pounds of work required per mile. For example, when applying 100 foot-pounds per revolution of crank, the resistances due to friction of the chain gearing vary from 30 to 70 foot-pounds per mile; of the chainless from 140 to 390 foot-pounds per mile; and of various tires from 530 to 1,100 foot-pounds per mile. While there is quite a difference in the friction of the chain and chainless wheels, this difference is much less than that caused by different tires.

It will be noted that for high speeds the wind resistance is so great that the difference due to friction of gearing becomes of little importance. For the low speeds, when the wind resistances are small, the difference is sensibly in favor of the chain wheel. For the higher speeds, the difference is a very small proportion of the whole, and is such as would be negligible in nearly every case.

THE most successful Christian Endeavorer is the man who succeeds in saying nothing when his wheel breaks-down five miles from a repair-shop.

SCORCHING should all be done on Fry-days.

A SOUDAN PROPOSITION.

Send us a full description of your old wheel, and we will promptly make you a proposition that will surprise and interest you . . .

THE TALK OF THE TOWN.

THE HIT OF THE YEAR.

The Soudan Manufacturing Company,

CHICAGO, ILLINOIS

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

THROWS LIGHT 200 FEET

\$6.00 Bicycle Electric Lights, **\$2.75**

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

Vacation Time.

Soon off to the country will flock in a hoard

The city-folks haughty and proud,
And the farmer will wish, when they've crowded his board,
That his wife had n't boarded the crowd.

The possession of a "receipt" does not prove that payment has been made; nor does a road tax that has been "worked out" indicate that a fair amount of labor, either in time or intelligent service, has been expended on the highway.



CYCLERS' SNAP SHOTS. — WALL ST., IRVINGTON, N. J.
Photo by F. M. Young.

This thing I've found to be no joke:
"On pleasure bent" one will get "broke."

A MAN's frame of mind can sometimes be guessed by the shape of his handle-bars.

The Defender,—Smooth Tread



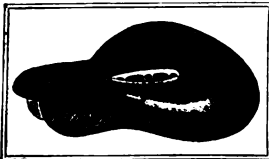
The Defender Special,— Corrugated Tread.

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

Manufactured by...

THE KOKOMO RUBBER CO.
Kokomo, Ind.

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



The Perry

BACKED BY A
REPUTATION.

Honest material, honest construction, and the endorsements of thousands of '07 riders. These are a few of the causes that made the Perry saddle famous,—the saddle that made riding a pleasure and a comfort for its riders. Dealers, there will be a demand for it. Riders, if you would save your systems of constant jolting and jarring, you will need it. Specify it on your mounts. A postal card brings our catalog.

THE HARRIS TOY CO., Toledo, O.

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

**HALF CYCLING TIME
IS DARK** MAKE IT
LIGHT WITH
1898
MODEL
**20th CENTURY
HEADLIGHT**

THE
20th CENTURY
CYCLO METER IS A
GOOD ONE.

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

THE RUSH

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

At a pinch can be repaired with a
postage stamp.

If you are open to reason, drop us a line and
let us talk to you. Even our Catalogue will
prove interesting; can be had for the asking.

RUSH TIRE CO., Williamsport, Pa.
The R. A. STRONG CO., 11 Warren St., N. Y., Reps. for New York & New England.

WASTING OF ROAD TAXES.

The amount annually wasted in worthless repairs of mud roads in Lancaster County, Pa., according to D. F. Magee, in the Lancaster *Examiner*, is over \$200,000. It may be taken as a sample of many other counties, and this is what it means: "Three hundred thousand bushels of wheat could be grown, or 40,000,000 pounds of beef raised, to feed the hungry; 800,000 yards of cloth to clothe the naked; 400 houses to shelter the homeless; 1,428 children educated at Millersville one year; 250 churches maintained to Christianize the ungodly;—one each of these items lost every year, and all of them in six years. The merciless car of Juggernaut was less to be dreaded than this annual sacrifice of the country to the mud god.

"But it has not been for one year only, nor for ten, but for more than a century has this worship consumed our substance, and yet we are worshipping at his altar; he has fed upon our vitals since the dawn of civilization; shall it continue for another decade, or another century? It is for the people to say. The road tax is all right, but it has made no headway in permanent roads. We don't want to stop the tax, but we do want to stop the method of spending it. We don't want any more taxes, but we do want a better method of finance. We spend enough money in this county in twenty-five years on our roads to give us one thousand miles of the finest macadam roads; but we don't spend it right. The maw of the mud fiend is never appeased;

feed him to repletion this year and next year he is hungry and demanding the same old tribute all over again."

This same thought is dwelt upon by an Ohio League member, No. 90,957, who writes regarding the way that money is spent in his state on the roads. He says: "What Ohio needs is better and more intelligent work on its country roads. To get this, it must have better supervisors. It will never have better supervisors so long as the present method of electing them prevails. Give the township trustees the power to appoint them, and pay them, and we will soon see a change. Skilled road-makers can then have a chance to get this work,—a chance to compete with each other.

"The result would be an improvement in our roads which would be worth millions to the state, without any increase in the road tax whatever. The money Ohio now pays for road work is largely wasted by ignorant and unskilful supervisors. The recently elected supervisor in the writer's own road district now has a man at work filling holes in the road with a mixture of muck and mud from a swamp.

"The required amendment to our road laws could undoubtedly have been passed if the League committee had supported it. The Ohio Division would then have had something to show to be proud of. Now it has nothing."

No bicycle repair is made just right from another repairer's standpoint.

THE NATIONAL SINGLE-TUBE TIRE

IS A
WINNER.



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

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

THE NATIONAL TIRE CO.

204 Dearborn Street, CHICAGO, ILL.

The Davis Roller Brake

owes almost its entire virtue to the corrugated Rubber Roller. It cannot injure the tire, and there are six other reasons why the DAVIS is the best Brake. Free Booklet will explain.

Foot Brake \$2.00; Hand Brake, \$3.50.

DAVIS MFG. CO., INDIANAPOLIS.



TRUE AS THE GREENWICH TIME BALL.

The BURDICK CYCLOMETER

Simple, Accurate, Beautiful.
We Guarantee it. Registers 10,000 miles.
Send for Booklet, No. 59.

"MILLER" ALWAYS MAKES THE BEST.

NEW YORK STORE 28 W. BROADWAY.
BOSTON STORE 63 PEARL STREET.

No Help Wanted.

It does n't give the farmer
By the seashore any ease
To think the Spanish ships may come
And help him shell his peas.

THIS MAY MEAN YOU.

We often receive letters from subscribers who complain that they have not received the **L. A. W. BULLETIN** since—— (some date mentioned) and add: "I sent my renewal to the secretary-treasurer on — (say, the 17th.)—and my membership did not expire until the 18th. Why is my **BULLETIN** stopped?"

Again we sometimes receive letters saying, "Please don't stop the **BULLETIN** when my subscription expires, but notify me and I will remit." Toward all of these we feel very kindly, even when they infer that "it is small business to cheat me out of two or three papers when I am all right,"—because we are always glad to hear from people who appreciate our efforts to make the **L. A. W. BULLETIN** interesting; but we have to deal with certain conditions, and if every one understood them we would not be accused of unfairness.

Our list is a large one and the number of changes, especially at this season, requires a great deal of work.

In order to surely prevent your name being taken off the list your renewal should be *in this office* at least a week before your subscription expires. To insure this your renewal should be sent to the Sec-

The Stanley Dry Plate Co. Rapid.
Easy to Develop.
Low in Price.

Newton, Mass.

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.

KANINE
CONFUNDER

PRICE, 50 CENTS.

If your dealer hasn't it, send stamps to us and receive it postpaid.

A PRACTICAL AMMONIA GUN,
NOT AN INEFFICIENT TOY.

Shoots twenty times without refilling. Easily used, Accurate, Powerful. Stops Vicious Dogs, Marauding Spaniards, and Other Animals. Made by

THE VERU BICYCLE AND RUBBER CO.,
160 Orange St., New Haven, Conn.

"No Chafing"—"No Irritation."

THE... **BERNASCO BICYCLE SADDLE.**

Built on entirely new principle. "For comfort it has no equal" is the universal opinion of all who have used it. Ask dealers for it, or write us for descriptive circular, etc.

WM. B. RILEY & CO., Makers, 330 Market Street, Philadelphia.

retary not less than two weeks in advance, and if sent through your State officers a still greater time must be allowed.

Much as we would like to accommodate our readers, it is not possible for us to keep open accounts with them; the bookkeeping would be too extensive.

The **L. A. W. BULLETIN** will stop at the expiration of your subscription. *See date on wrapper.*

Why not just as well renew a month in advance? The *date is on the wrapper.*

P. S. — See date on wrapper.



CYCLERS' SNAP SHOTS. — PROFESSIONALS TRAINING. — PENSECOLA, FLA.
Photo. by M. J. Heinberg.

SINCE the skins of animals were the earliest forms of money, we see why a money-making scheme came to be called a "skin" game.

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 Cyclometer that Revolutionized Cyclometers.

THE VEEDER...
PRICE \$1.00

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

THE VEEDER MFG. CO., Hartford, Conn.

Dust Proof. Water Proof.



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.

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.

Tar Babies.

The country lads who read of war
Would fain be sailors now;
They think it fine to plow the seas,
But coarse to seize the plow.

SUMMER TOURING.

Just at this season of the year, when many members are laying out plans and making schedules for summer tours, the inquiry made by No. 123,431 touches on points that are of interest to very many.

As a rule, the tendency is to try to cover too much ground in a short time, and this is greatly to be deprecated. No hard and fast rule is possible, because of the many factors that enter into the question; but, if the trip is for recreation, pleasure, and health, it is better to do but moderate daily distances. The exercise, the long hours in the open air, and the complete change of thought, surroundings and occupation are the things that benefit the tourist, and mere distance is nothing if the daily run is only long enough to thoroughly warm up and exhilarate the rider.

The daily mileage must depend upon the rider's cycling capability and strength, his touring experience, the character of the roads to be covered, the suitability of his mount, the distances between stopping-places, the points along the route that he wishes to visit, and the pictures he wants to take, if he is a photographer.

For the novice, touring is not always what it is

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

The
light
that
never
fails.



The Adjustable Electric Bicycle Lamp

Ask your dealer to show it to you.

Price \$5.00, prepaid.

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

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



Patented Oct. 26, 1897

Do not walk home.

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

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



Don't Bind BICYCLE and GOLF GARTER.

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

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

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

painted. Stretches of poor road, and stiff grades, tire inexperienced riders very rapidly. The first tour one takes should be moderate in length, with short daily runs, and through a section having not too many grades, though it is unwise to always avoid hills. Experience in touring increases one's powers to do it comfortably, and develops a taste for it very rapidly. After two or three tours, one may lay out his trip in any direction, and be capable of enjoying it thoroughly, though, of course, a very mountainous region will become tiresome for anybody.

Very level roads become monotonous, for they are devoid of the variety and the scenery that abound in more rolling and hilly sections. If the surface is fairly good the character of the country is a great consideration, and equal to it, probably, is the character of the accommodations at stopping points. Few things tend to spoil a trip more quickly than bad quarters and worse meals, while pleasant inns and a good table give a zest and enjoyment to touring.

If points of interest lie along the way, or if pictures are taken, the number of riding hours daily will be diminished, but the pleasure may be much enhanced. Supposing, however, that no such stops are made, that the roads are good and fairly level, that the tourist has had the benefit of at least one previous trip, and he has a good, properly-equipped wheel—then he may make from forty to fifty miles a day without discomfort. The riding gait might fall as low as six or seven miles an hour over hills and on bad stretches; reach nine or ten on the

TIRE CUT UP?



WON'T HURT THE TIRE

What kind of a brake do you use? Regular sand-paper action every time you use your brake?

FAULTLESS ROLLER BRAKES

have a rubber spool which, when applied, revolves and throws off the dirt. Rubber, against rubber, —anti-friction. It's the surest, safest, and only absolutely reliable brake made. Easily adjusted.

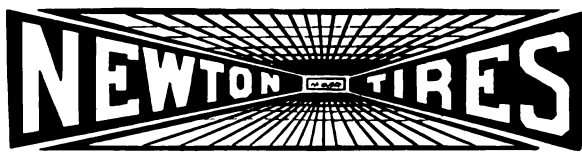
Hand Brake \$1.50; complete with lever \$2.50.
 Foot Brake, \$1.25. Coasters 25 cts. extra.

Your dealer should have them. If not, send to

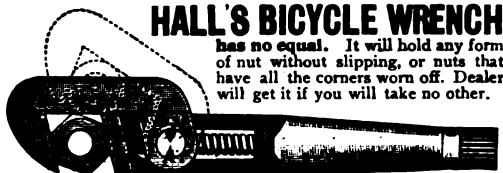
FAULTLESS ROLLER BRAKE CO., Baltimore, Md., U.S.A.

ANY POSITION you want by using *The Ridgway Adjustable Handle-Bar*. Can be set to any angle instantaneously. As good as the best and much cheaper. Ask to see this bar before buying any other. Write us if your dealer does not keep it.

J. H. BURT MFG. CO., Springfield, Mass.



Price reduced.
 A liberal discount to the trade.



HALL'S BICYCLE WRENCH

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

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

The Rubber Spool Spins.



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

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

The Lovekin

SADDLE CO., (Inc.)

Price, \$3.00.

631 Walnut Street, Philadelphia, Pa.

NICKEL LACQUER

KEEPS A transparent finish that prevents new Nickel from tarnishing or rusting. **NICKEL** Good for new spokes, or new polished metal of any kind. **The COLOPHITE CO., 106 Park St., NEW Haven, Conn.**

\$5 1898 BICYCLE \$5 to any one who will distribute a few of our BIG 8-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.**

1898 CHRISTY SADDLE \$2.50

M. & W. Lamps.....\$1.50
 Barrel Cyclometers......49
 Foot Pumps......29
 Bells.....\$.09 and .15
 Brown Saddles.....1.89
 Foot Brake......39
 Nickel Wrenches......15



20th Century.....\$1.50
 Searchlight Lamps.....2.50
 Bells.....\$.09 and .15
 Bicycle Watch......95
 Detachable Brake......45
 Single-Tube Tire.....1.90

Mail orders filled. Enclose postage or will send by express. Catalogue Free.

N. Y. Sporting Goods Co., 61 Nassau Street, New York.

average road, and occasionally a twelve-mile gait on the best spots; but a moderate rate of speed can be kept up longer and with much more comfort than a higher one.

It is the best plan to study one's route carefully in advance, and learn just where it will be best to stop, and also to consider emergency points on the way which can be reached in case of storm or accident. Instead of frequent roadside consultation of maps, it is easier to jot down on a small card the names of the towns to be passed through, and the distances between them, and place it in a pocket where it can be consulted at will without dismounting. By simply keeping track of the next town to be passed through, in this manner, the simple question, "Is this the road to B——?" to any one met with, will generally be all that is required to keep one on the right way. In touring, coasting should generally be avoided, and the wheel should be equipped with an efficient brake.

ON A DOLLAR BILL.

We have a complaint that some L. A. W. member is stamping such bills as come into his possession with a rubber stamp, "We Want Good Roads." It is suggested that this is an offense against good taste, not to mention the law.

We cannot help wishing, however, that the necessity of better roads and the money to build them could be, in some fashion, a little more in touch with each other.

Alas! 'T is True.

No pelting rain can make us stay
 When we have tickets for the play,
 But let one drop the sidewalk smirch
 And it's too wet to go to church.

LIABILITY TO PUNCTURE.

It is claimed by No. 75,899 that "obstacles will often dent a soft tire which would puncture a hard one," and he believes in keeping his tires "just hard enough to protect the rim." This is the claim made by a good many, though it is more generally believed that hard tires puncture less easily, as well as being faster and more resilient. Liability to puncture, however, does not always depend upon the degree of inflation of the tire, by any means. Some riders with hard tires get continual punctures, and so do some who use softer tires. As a rule, it seems to be the riders who take things comfortably and rationally who are most free from trouble; but, then again, this is not always the case. The law of punctures has not yet been discovered.

'T would fill full many a "boss" with joy
 To just swap jobs with the office-boy.

THE burden does n't seem heavy if the heart is light.

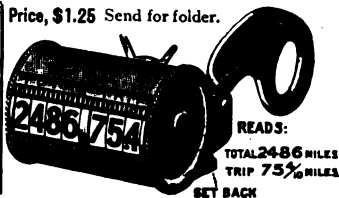
THE scorcher's cycling joy is "limited." He can't stop to partake of local pleasures along the way.

GOOD FOR 25 cts.

Cut this out, send with \$1, and receive, postpaid, a U. S. Trip Cyclometer, finished either nickel or antique copper.

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

Price, \$1.25 Send for folder.



READS:

TOTAL 2486 MILES.
TRIP 75 1/2 MILES

SET BACK

DO YOU WANT THE BEST BICYCLE BELL?

IF YOU DO, BUY THE

"LORD WHEEL BELL"

Price, 75 cts.
Bell
by mail
10 cts. extra.



Constructed of the best material, finest in appearance, and will give single, double or electric stroke. Ask your dealer for it.

LORD BICYCLE BELL CO., Manufacturers,
Brooklyn, N. Y.

Embossed Silver-Mounted Handles

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



By mail, 25 cts. per pair.

BONSILATE BOX CO., Hartford, Conn.



RACING MACHINES

Hand Made.

Frame 21, 23 or 25 inches. Front sprocket 24, 26, 28, 30 or 32 teeth. Rear 8, 9, 10, 11 or 12 teeth. Tires: M. & W., Kangaroo or Dunlop. Saddle: Sager, Garford or Brown. Crank Hanger 2 1/2 or 3 inch drop. Give other particulars how you want your wheel, and we will make it for you. These wheels are worth \$100.00. Our price is \$42.50.

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

A PLEA FOR THE OLD.

The air is full of buoyancy;
The park is full of life,—
On every side I plainly see
The world with joy is rife.
And I would join the merry chat
And romp — but hesitate,
For then I am reminded that
My wheel's not up to date.

A pretty wheel it is, I'm sure,
It's built on graceful lines,
The nickel looks like silver, pure,
The fresh enamel shines.
The frame and all to me appear
Like Model Ninety-eight,
But it was purchased late last year,—
It is not up to date.

So when I spin along the path,
A maiden fair beside,
Who for me great attraction hath,
Some man, too eagle-eyed,
Will sidle up, on this year's wheel,
And on its points dilate —
One glance from him, — away I steal,—
My bike's not up to date.

Would I were back long years ago,
When walking was the style,
And on two legs this world below
Did traverse many a mile.
Then, by my tailor fashioned fair,
The outlines bowed made straight,
My gallant steed, yclept Shanks' mare,
Was always up to date.

EDWIN L. SABIN.

INITIAL TENSION EXPANSION SPRING SEAT POST

(PATENT PENDING)

Price,
\$2.50 each.



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

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

\$5 TIRES, \$5.00 PER PAIR

Direct to the rider. Delivered FREE at your nearest express office. Our **TABASCO** (Hot Stuff) Single Tube Tire is durable and resilient. Made of pure Para Rubber and Sea Island Fabric. Sent C. O. D. upon receipt of \$1, to guarantee express charges. "They are All Right." Delivered

HEARSEY CYCLE CO., Indianapolis, Ind. **FREE**



A LUGGAGE CARRIER

that fastens luggage tight to handle-bar or rear forks.

No. 4 Luggage Carrier, with special stay.....25c.

No. 444 Luggage Carrier, for rear forks.....25c.

No. 244 Cinch Cord, with heavy braid cords,
per pair.....15c.

No. 144 Cinch Cord, with black braid cords,
per pair.....10c.

No. 344 Cinch Cord, with colored cable cords,
per pair.....10c.

If your dealer does not keep them, mailed at above prices. **TIE CO.,** Box 0, Unadilla, N. Y.

A Catalogue of Andrae Cycles will save you time, money and trouble. You must have it. It's free — write for it — write to-day.

JULIUS ANDRAE & SONS CO.,
Milwaukee, Wis.

WARNING TO TOURISTS IN FRANCE.

The present season will in all probability, see an unprecedented number of cycling tourists on the Continent, and those who propose to disport themselves on French territory would do well to study beforehand the Customs requirements of the country. The neglect to do this has recently caused an English traveler to be mulcted in a sum of some £20 — to be exact, 500 francs — for carrying a box of matches, worth about fourpence, into that protection and monopoly-ridden land. I understand that matches are things viewed with special disfavor by the French authorities, their manufacture being a State monopoly, and anyone attempting to carry more than a few hours' supply will, if caught, have to stand by while the douanier carefully counts them over one by one. He will then be called upon to pay a fine amounting to one franc per match, and to forfeit the cause of the trouble in the bargain. The matches one buys in France are the most atrocious things ever made to strike on a box, being of the order of "Tandsticker," horrible sulphur things whose pungent smoke is of the most abominable description. Those who have once toured in France generally make up their minds to go next time with a goodly supply of these useful articles in their pockets, and little blame to them; but let them take precautions not to be found out, for a fine of £20 at the start of a fellow's holiday is apt to curtail it somewhat in length. — *Scottish Cyclist.*

TEN DOLLARS FOR YOUR OPINION

OF BULLETIN ADVERTISEMENTS.

Writers of winning letters referring to advertisements in April 15th issue were:

First.—JAS. McC. TRIPPE, Baltimore, Md.

Second.—H. W. CHAPIN, Syracuse, N. Y.

Third.—MARTIN BAILEY, New York, N. Y.

Two men were sawing wood.

They were also chewing tobacco.

An unfortunate habit, by the way.

One of them removed his "cud," threw it a long distance out into the wide world, and approaching the other said: "Abner, give me a chew."

Now Abner was "along in years."

The chewless chewer was much younger.

The old man, who had a chew in his mouth and several more in his pocket, looked with compassion on his improvident companion and uttered this bit of wisdom:

"Jim, when you're as old as I be, you'll learn never to throw away a certainty for an uncertainty."

The above was remembered in connection with an advertiser who sometime since placed his ad. in another publication because the rate per thousand seemed lower on a "claimed" circulation than was the *definite per thousand rate* in the

L. A. W. BULLETIN.

He afterward tried the L. A. W. BULLETIN and found that *results* showed in its favor about nine to one.

It was afterwards proven that the hotel, library and reading-room circulation of the L. A. W. BULLETIN, for which we charge advertisers *nothing*, was much more than the *total* circulation of the other publication referred to.

P. S.—Readers who do not readily see the point should consult an oculist.

"A word to the wise is sufficient,"

As sages have frequently said,

If it's regularly printed,

As we've frequently hinted,

In a paper extensively read.

\$5.00 will buy a bicycle suit.

\$3.00 will buy a good hat.

\$2.00 is n't to be despised..

See our offer on this page.

Some dealers have a funny way of talking to themselves. By doing so they keep their goods forever on the shelves; While others talk to all the world and find their trade first-rate
By speaking through a paper that is *known* to circulate.

\$5.00 is good pay for a short evening's work,
—even for a plumber.

WHAT TO DO.

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.
May 6.

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



L. A. W. VALVE

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

BONSILATE BOX CO., Hartford, Conn.

..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, ALL MAKES SOLD ON TRIAL.
This Dandy, \$1.00
 to any address. Exchangeable for any saddle made if unsatisfactory.

26 WEST BROADWAY, NEW YORK.




MAKES ITS ROAD.

The Strauss Puncture Proof Tire goes anywhere and everywhere without fear.

STRAUSS TIRE CO., 127 Duane St., New York City.

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.

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



Thompson's Pneumatic Seat Post.

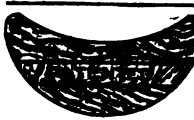
"You Ride on Air."

No metallic springs to break or corrode. Adjustable to any wheel, or any weight. No shock to rider. No strain on frame. Price complete with special pump, \$5.00. Liberal discount to dealers and clubs. Send for circular. 115 W. 106th St., N. Y. City.

FREE FOR TRIAL This oiler can't leak; regulates flow to a drop; lasts forever. Adopted by makers of Monarch, Union and other high-grade wheels, and by every cyclist that ever examined it.

WANT YOU TO SEE IT. Send 25 cts. for it. If returned within a fortnight, unharmed, we will refund your money.

CUSHMAN & DENISON, 170 Ninth Av., N. Y.



Fairbanks-Boston Laminated WOOD RIMS
 for bicycles. Be sure you have them on your 1888 high grade bicycle. Send us your address and receive a sample section for examination.

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

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.**

OVER THE SEA.

The scheme for the establishment of free inflating stations throughout the United Kingdom, initiated a short time ago by the Cycle Components Manufacturing Company, bids fair to become an enormous success. Nearly 500 stations, we are informed by the company, are already in existence, and these are well distributed over the United Kingdom. The company are now considering the question of enamelled signs for affixing to the exterior of premises in such a way that passing cyclists may see at a glance that the establishment in question is one of the stations under the scheme, and those agents who have been appointed are invited to send for one of these signs, which are to be supplied free of all cost by the company.

The reduction of the tax on cycles in France is now an accomplished fact. It will be remembered that some time ago the Chamber of Deputies recommended that the old tax be abolished and a new one of six francs net per annum be substituted, the new law to come into force immediately. When this innovation reached the Senate it met with determined opposition, but after concessions had been made on both sides it was agreed to, and the tax will now be six francs instead of 10 francs 85 centimes as formerly. Cyclists will not, however, receive any benefit until January next, when the reduced tax will first be levied.

The path of the round-the-world cycling man is not always strewn with roses, nor does it generally lead into lands flowing with milk and honey. One of those adventurers found his way, unfortunately

for him, into Spain lately, and a whole chapter of mishaps befell him there. In the first place, his machine was seized by the custom house officers, who unkindly refused to return it; then he was shadowed and tracked by the police wherever he went, until at last they became convinced he was an anarchist, and clapped him into prison, where he is still languishing, and where he may languish for many a long day. The Spanish Cycle Union is said to be interesting itself in his case, but the Spaniards are an indolent race, and it may be long enough before sufficient interest is roused to effect the poor globe-trotter's liberation.

An extraordinary case of robbery from a cyclist is reported from Aberdeen. From the information available, it would appear that last week a jobbing gardener from Skene district cycled into town on some business. He set out on the return journey early in the evening. At a comparatively lonely part of the road he was overtaken by a dogcart, in which were seated three young men. A stiff headwind was blowing, and being somewhat exhausted the gardener gladly availed himself of an offer of one of the men to give him "a try of his bicycle," and take his seat in the dogcart. On entering the vehicle the cyclist was offered share of the contents of a pocket flask, which he accepted. Presently he felt dazed, and his senses seemed to leave him. What followed is to the unlucky wheelman a blank. When he "came to" again he found himself lying by the side of the road not far from Aberdeen. This was about six o'clock in the following morning. He then discovered that he was minus his watch, and that his bicycle had also disappeared. Retracing his

"NEVER-HOT" Chains and Bearings of Bicycles

Nothing like it for both
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.



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

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



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

HITCHCOCK LAMP CO.

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

The Seat Ideal for the Ladies' Wheel.

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



THE WHEELER SADDLE CO., Detroit, Mich.

ALUMINUM LACQUER

MAKES A wonderful metal paint that puts a silvery lustre on any article. Best thing made for spokes. Bottle and brush, prepaid, 25c. NICKEL The COLOPHITE CO., 106 Park Street, NEW Haven, Conn.

IT saves the Bearings saves the Gears saves the Chain will not Dry Out, Run Out nor Gum 25c., including free sample of is Clean and Neat contains Follated MICA One application to bearings or gears is guaranteed to last one entire season. By mail, the famous Allerton Mica Chain Lubricant. 100 WILLIAM ST., NEW YORK.

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.

Bicycle Bargains in Hagerstown

'98 Model, 3 Crown, for \$40.
'98 " Flush Joints, for \$35.
'98 " Outside Joint, for \$25.
'97 " and Good ones, at \$20.
Send for specifications and see how good they are. Any of these wheels sent on approval. Address, W. W. CRAWFORD & CO., Hagerstown, Md.

? "Barto" Self-Regulating Bicycle Coupler—promotes sociability.
"Hygienic" Grips for Middle or End of Bar—in great variety.
"Automatic" Bicycle Balance—insures safety.
"Improved" Chain Lightning Lubricant—cleanest and best.
"Saffroleum" Oil Polish—beautifies and preserves the wheel.
Send for Catalog. THE SPECIALTY SUPPLY CO., 150 Fifth Ave., New York City.

THE NEW MESINGER SPECIAL

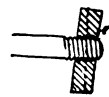
is meeting with great favor. It is by far the best of this type, because it has our rattan base with the healthful opening. The rattan is so woven as to give a peculiar flexibility to the sides. Presents a soft, yielding side surface to the leg when pedaling, is as comfortable as a cushion, and the handsomest saddle ever made.

Price \$3.00. Sent 30 days on approval. MESINGER BICYCLE SADDLE CO., 5th Ave. and 27 St., New York.

steps to the town, the gardener met a policeman, who he informed of his sorry plight. As a result of a careful search, the cycle was discovered in a wood near Oldmill Reformatory. As yet nothing has transpired to unravel the mystery, although the police authorities are making diligent inquiries. — *Scottish Cyclist.*

HOW TO SCREW ON NUTS.

Persons inexperienced in the use of tools and in handling screws and nuts, often have much difficulty in starting a nut on the thread of a bolt. Sometimes they succeed after repeated trials, and then find that the fit is correct, but sometimes they just catch on a thread and then they force the nut on at an angle, as shown in the picture. The threads are thereby crossed and injured, and very likely one or both of the parts cannot be used again when once the nut is removed. If the threads of the two parts that it is sought to join are of the same size, and uninjured, it is not necessary or desirable to use force to join them, and this should never be done until it is absolutely certain that they are screwing up properly.



QUEER FEATURES OF CYCLE RENTING.

Hiring out bicycles is neither a very pleasant nor profitable occupation as a rule, and it has lots of annoyances connected with it. There are also amusing features which illustrate some sides of human nature. An English dealer who has had considerable experience at it tells, in the *Rambler*, of some of the things he has observed in his career.

First of all the demand is generally for a bright and fresh-looking machine, and one that is up-to-date in appearance. The feminine way of stating it is, "I want to hire a machine, but I don't want it to look like a hired one." If this is secured, other considerations are of minor importance. In many cases, particularly at sea-side resorts, many persons give fictitious names and addresses, some asserting that nine out of every ten persons do so, the idea apparently being that they will thus protect themselves if they have an accident and are called on for damages.

It not infrequently happens that a wheel is not returned by the hirer, but is sent to some express office to be forwarded, or perhaps left at some hotel or railway station and the check for it mailed back, or a postal-card notification sent. In such cases the use of the machine is lost for several days, and sometimes its rental from the party who last had it is not received.

Occasionally wheels are stolen, but little thefts from them are much more frequent. Old saddles are placed on rented machines and sent back with them; good parts of the machine are replaced by older and less perfect ones, and even new tires are removed and old ones of the same kind substituted for them. In one case a gear case was broken, and one was made of card-board, and painted, to replace it.

Perhaps his most curious experience was with a man who left a sovereign on deposit, and failed to return the machine he hired. Three days later, a much better machine was received from him, and he never claimed either the machine or deposit.

THE BRAVE HOME GUARD.

NYXIONO WATERMANYO.



H, take good aim, ye soldier boys,
And shoot 'em through the breast;
Sight good and true, ye navy lads,
And blow 'em galley-west.
It's joy to mow 'em down and think
A mother's heart will break,
For civilization's all a joke,
And brotherhood's a fake.

The Spanish people are asking God
To save their threatened land,
But a Yankee prayer is a ten-inch gun
That is easy to understand.
And the Lord will help us to plant new stars
In Freedom's diadem,

For there's seventy millions, and more, of us,
And but seventeen millions of them.

This patriotic soul of mine
Might be somewhat distressed,
If *here* and *now* the Spaniards aimed
Their cannon at *my* breast.
But they're far away, so I yell for war
And make a fearful noise,
And the troops go marching off to death
As I shout, "God bless you, boys!"

Since we're so strong and they're so weak
We're bound to win or bust!
That Spanish rag *they* call a flag,
We'll trample in the dust!
And since we're sure to do 'em up,
That proves we're in the right,
For Justice always marches with
The side that wins the fight.

So blow their bodies full of lead
And sink their ships at sea,
The more you kill the more 't will fill
Our loyal land with glee.
And while your bullets, breathing death,
Shall cut and tear and maim,
We'll pray the mighty god of war
To give you perfect aim.

SPECIAL BICYCLE TAX ILLEGAL.

A very important case has recently been decided by the Pennsylvania Superior Court.

Some time ago the city of Erie passed an ordinance which placed a tax of \$1.00 each upon all bicycles owned and used in that city. It was claimed at that time that this was not a tax, but was simply a police regulation, it being necessary to have a badge attached to each bicycle, and the fee of \$1.00 was understood to be for the badge, or "registry plate."

The officers of the Pennsylvania Division took the matter up and were defeated in the lower court. In the Superior Court, however, it was decided:—

First. That the bicycles owned and used by the plaintiffs and other residents of Erie upon the streets thereof are vehicles, and as such are entitled to the same rights and subject to the same reasonable re-

strictions in the use thereof as may be prescribed by law or ordinance in the cases of persons using carriages drawn by horses.

Second. That the plaintiffs, as well as all other resident bicycle owners and users of the same upon the streets of Erie city, have an inherent and infeasible right to use the streets of Erie for their bicycles, subject only to reasonable and uniform restriction and regulations as can be imposed as a police regulation for the safety and comfort of the public.

Third. That said ordinance is not a uniform police regulation, and it in no sense tends to insure the comfort or safety of the public.

Fourth. That said ordinance, under pretence of being a police regulation, is in its legal effect an ordinance taxing bicycles for revenue.

Fifth. That said ordinance is therefore illegal, unconstitutional and void.

And now it is ordered, adjudged and decreed that said ordinance is illegal and void, and that the defendants and their successors be and they are hereby enjoined and restrained from arresting any and all resident owners and riders of bicycles in and upon the streets of the city of Erie, by virtue of said ordinance, and from in any manner enforcing the provisions thereof.

The question has frequently arisen whether or not a *special* tax could be imposed upon bicycles. This would seem to have settled the matter so far as Pennsylvania is concerned.



CYCLERS' SNAP SHOTS.—ROAD AT ABSECON, N. J.
Photo. by Chas. G. Seely.

A correspondent of a Scotch paper enthusiastically alleges that "tires that do not puncture are knocking tires that puncture if you look at them, into a cocked hat." This condition of affairs has not yet been developed on this side, though a resilient tire that would not puncture would have a big future.

THERE are so many more or less insane people in the world that a perfectly normal mind is looked upon with suspicion.

"THIS is a ticklish undertaking," said the fly as he started to walk across the bald spot on the head of the irritable old gentleman.

A UNIVERSAL FRIEND.

The universality of the bicycle is a feature on which it can base a strong claim for popular recognition. For the bicycle's home is now world-wide. It awaits you everywhere on the globe to do your bidding.

If you learn how to ride a bicycle in Oshkosh or Kokomo or Kalamazoo, you can ride it in Tokio or Pekin or Paris. Bicycles are very cosmopolitan. They understand Volapuk just as readily as though it were the simplest of English.

A cyclist who has spent his whole life in sight of Boston Common can cross the sea and ride a Dutch or French or a Scandanavian bicycle about as familiarly as though he had lived with it from childhood.

A bicycle is the same ready servant whether you find it in St. Louis or St. Petersburg. All you have to do is to properly mount, press on the pedals, and away you go! The moon and the bicycle always seem like old friends from home, no matter in what remote corners of the earth you may chance to see them. They are one with you everywhere.

The bicycle is broad-minded though it may not be very wide at the base. It is no stickler regarding creed or party or opinion. A bicycle does n't care whether its rider is a free silver populist from Red Dog, Arizona, or a bronzed Brahmin from Benares, India.

A pigeon-toed man can ride a bicycle just as fluently as a professor of languages. It makes no distinction between types and classes. It will carry blond or brunette, rich or poor, old or young, Brown-inges or those of the Walt Whitman cult.

As the laws of motion and of gravitation are everywhere and always the same, the knowledge of how to ride a bicycle holds good, no matter how many boundary lines are crossed. It is everybody's friend, helpmate and companion. The cold of the north, the heat of the south, do not affect it. It is superior to latitude and longitude. Give it a path whereon to glide and glide it will. It is the universal vehicle. It is popular in every important city in the world.

P. S. — Except Venice.

THE BOYS IN BLUE.

JOE LINCOLN.



HARK! from the street below,
a burst
Of melody, loud and clear,
The roll and blare of a mar-
tial air,
The sound of a mighty
cheer.
Spring to the open window
now,
Lean from the casement high,
And let your shout with the
crowd's ring out,
As the boys in blue go by.
Over them floats your country's
flag,
Flag that their fathers bore,
Its flashing stars are the battle scars
Of the heroes gone before.
Oh, think of the men who died that
still

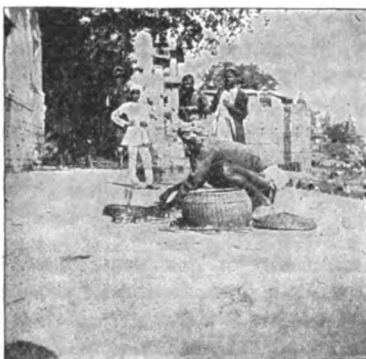
Unsullied its folds might fly,
And bare your head to its stripes of red,
As the boys in blue go by.

Look at that earnest, youthful face
Under the tilted brim,
Think of the tears and prayers and fears
That go to the front with him;
Think what he does and dares that you
Safe in your home may lie,
And bless his deed with a grand God-speed
As the boys in blue go by.

Ay, cheer them well, for they march to-day
To answer a people's plea,
To lift the slave from his living grave
And order a nation free;
To bring the dawn of gracious peace
Where starving myriads cry,
And the war-worn isle once more shall smile
As the boys in blue go by.

Small bicycle makers or assemblers are said to be springing up with astonishing "numerousness" all over the Australian continent.

A London inventor has brought out a tricycle in which the usual saddle is dispensed with. The rider who stands up while pedalling is in reality walking.



SNAKE CHARMER. — BENARES, INDIA.



BURNING THE HINDOO. — BENARES, INDIA.

Photos. by Cyrus Wakefield, Wakefield, Mass.



SHORING AN OX. — INDIA.

.....PATENTED SEPT. 8, 1896.....

THE "AL-VISTA" PANORAMIC CAMERA

TRADE MARK REGISTERED



OTHER PATENTS PENDING.....

THIS ILLUSTRATION IS FROM A PICTURE TAKEN WITH A 4x12 "AL-VISTA" NO. 4 CAMERA AND IS 1/2 SIZE OF ORIGINAL.
SIZE OF NO. 4 CAMERA OUTSIDE MEASUREMENTS 5x5 1/2x10 1/2 INCHES, WEIGHS ONLY 2 POUNDS 4 OUNCES.

IT MARKS A NEW EPOCH IN PHOTOGRAPHY, ACCOMPLISHING FEATURES HERETOFORE UNKNOWN TO THE ART. With it, the Operator is enabled to take in **180 degrees**, or, in other words, a **half-circle** — takes pictures of streets running at **right angles**. Indispensable for taking views of **scenery, landscapes, mountains, lakes, etc.** It is the **only Camera** for taking the finish of interesting and hard-contested races, or any other contest where it is desirable to get all participants in their respective positions. The exposures are made on a strip of transparent film. It can be **loaded and unloaded** in broad daylight. **Tourists, Cyclists, and Sportsmen** will at once realize the importance and convenience of this, together with its very compact form and light weight. The "AL-VISTA" panoramic is the **most simple and easily operated of all cameras** — it is simplicity in itself. Size of No. 4 Camera, outside measurement, $5 \times 5\frac{1}{2} \times 10\frac{1}{2}$ inches; weight, only 2 pounds and 4 ounces. Instructions for operating with each instrument, and fully guaranteed to do what is claimed. Price, with special double Lens, complete, **\$25.00**. Price, with special double Lens, detachable front and backs, different size stops, **\$30.00**. Send for Catalogue and particulars.

Manufactured by the MULTISCOPE AND FILM CO., Burlington, Wisconsin, U. S. A.

No. 89,887 writes: "I own a beautiful Irish setter that dearly loves a run with my wheel. When I want to go a very long distance, and especially at a fast rate, I leave him at home, but for rides up to twenty miles when I am out for the sake of the dog's company as well as for his health, I take him with me. On these rides I rarely travel above six miles an hour; and that he does not feel the gait is shown by his hunting the fields on each side, and by his always wanting to start out again as soon as I reach home. I have been with him on the hottest days in Summer for 20 mile spins and he is never fagged at the end. When with my dog I am a lover of dogs, not a scorcher — although, if necessary, I can scorch."

American machines in large numbers continue to arrive at Liverpool, says the *London Cyclist*, another consignment of over a thousand being unshipped during Easter week. Many wonder where they all go to, for the number on the road does not seem to be much greater than was the case last year, but our export list show that re-shipments to the Continent account for a very large proportion.

Easy and frequent social intercourse depends on facility of rapid communication among neighbors and between country and town. Hard, permanent roads will afford it, and will help to keep the boys on the farm.

The terrible condition of country roads has received so much attention from the press during the past winter that it has often appeared that they must be in worse condition than usual. Such, however, is not the case. Our point of view is gradually changing, and we are beginning to distinguish how bad they really are.

"I NEVER wear button gloves," said the school-teacher; "I prefer to lace my kids."

A bill is before Congress appropriating \$100,000 for the purpose of testing materials suitable for road construction, for examining and reporting on the best methods of road construction and for co-operating with States and associations in constructing specimen roads.

An eight-year-old Philadelphia cyclist wrote to his uncle, "I can ride know handed without any feet, and I can put my feet through the bars and stand up on the seat on my feet and knees. I guess you have seen me ride with one hand and know feet, and I can pull lots of hills mamma can't."

A Scotch minister who was to preach twelve miles from home on a recent Sunday missed the only train; so, hiring the village constable's bicycle, he scorched away and reached his destination in time to conduct the service.

"Finance and Transportation" is the title of a suggestive little pamphlet on monopolies and their remedy, by Jay D. Miller, of Chicago, from whom we have received a copy.

Way down East in New Brunswick they have had such bad roads that in one section a party going for a doctor to attend an injured man required six hours to travel twenty miles.



COX REPAIR KIT — 25 CENTS.

Cox & Tingley, Elizabeth, N. J.



CINDERS FOR PATHS AND ROADS.

The value of cinders for paths is enthusiastically dwelt upon by a Long Island paper, which says that they secure firm traveling in all sorts of bad weather when anything else would fail to provide it, and cites cases in town to this effect. It also goes farther and wants a stretch of roadway laid with them, in order to see whether they would give like satisfactory results under heavy travel. Their action may be determined as follows: "Fill a tub half full of loam; then fill it up with water. Now put on your rubber boots and step in. You can readily force your feet down to the bottom of the tub in the soft mud. If fine sand were used, a quicksand would have resulted. Now try the same experiment with cinders. The water has no tendency to soften them. You may stamp and stir them, but you cannot make mud of them. You will stand firmly on the surface of the cinders, and it is only with great effort that you can grind your foot down into them at all."

ECONOMY OF WIDE TIRES.

At a hearing before Governor Voorhees, of New Jersey, on the proposed Wide-Tire bill, it was stated that heretofore the township meetings have generally appropriated small sums for the care of the roads, but that now the wheelmen attend "these meetings in a body, and if the roads are not in as good repair as they think they should be, they move for an increase in the appropriation and generally carry their point." It was also argued that it would be cheaper to rebate ten dollars of taxes to any farmer using wide tires than to double the road appropriations, and wide tires would greatly improve the roads.

STATE-AID IN CONNECTICUT.

Sixty-nine Connecticut towns have applied for State-aid for their roads, and get one-half the amount they themselves appropriate, up to the limit of \$1,500 to a town. The total amount appropriated by these towns is \$190,100, to which the State adds \$95,050, leaving \$4,050 of the State appropriation yet uncalled for.

When a road is rightly graded,
Work of man and beast is aided.

AN EVENLY-DISTRIBUTED BURDEN.

In the States in which a system of State-aid has been inaugurated the urban resident bears his share of the expense of improving and maintaining the highways, instead of leaving them, as heretofore, to be cared for by the rural population. Under the old theory that the maintenance and care of the roads should depend wholly on the districts through which they passed, great injustice was done many persons whose interest in the roads was less than that of others who bore no expense. To remove this injustice, and provide an equable system is the purpose of State-aid.

Speaking on this subject recently, General Stone said that the farmers of Maine own one-fifth of the property of the State, and that one-fifth of the property has paid the entire expense of building and maintaining the roads of the State, which are just as necessary to the people who live in towns, and the people of other occupations than farming, as they are to the farmer. Concerning New York, he said that there the farmers own only one-fourteenth of the property of the State, and that every farmer has been making roads for thirteen other men to travel on, and he is getting tired of doing it. He is now about to stop it, and he finds the people of the cities and large towns, the manufacturing people and the commercial people, ready to bear their share of the expense of improving the country roads. The only drawback is that the farmers themselves have been afraid to let any change be made in the road laws of the country, for they have imagined that the people of the cities design to impose heavier burdens on them, instead of being ready to help them carry existing ones.

By degrees all classes of the people will begin to better understand each other on the subject and will get closer together. It was not strange, at first, that country people should be suspicious of city people who took the trouble to tell them how much they would be benefited by better roads—it was natural for them to think that such philanthropy was not wholly disinterested. But as it becomes daily more evident that all classes, trades and occupations will reap the advantages resulting from improving the highways, that the ultimate burden will not be increased and that all are ready to share it, the movement will acquire an impetus that will ensure its future success.

Brookline, Mass., will spend \$100,500 on her streets during the year, and the Newtons will devote \$292,850 to the maintenance and improvements of their highways.

The farmer who sticks to bad roads because good ones cost a little money, might as well cut his wheat with a cradle because a reaper would cost something.

A Pennsylvanian has offered to subscribe a thousand dollars toward a macadam road proposed to be built near his home.

League of American Wheelmen

... Official Department ...

ABBOT BASSETT, Editor.

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

Rules and Regulations.

E. KOSTOMLATSKY, Cedar Rapids, Ia.

The Renewal Season is now open.

RENEW AT ONCE.

"Bulletin" will be stopped at date of
expiration.

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Consuls and agents should draw upon division officers
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League literature of all kinds. Postoffice addresses will
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Morgan & Co., 22 Old Broad St., London, E. C.

Early Renewal Avoids Loss

RENEWAL BLANK.

ABBOT BASSETT, Secretary L. A. W.,

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

Number..... Date of Expiration.....

Name.....

Street and No. or P. O. Box.....

City..... State.....

City and Division in which my home is
and to which I should be attached

Bulletin will be stopped at date of expiration. You have 60 days in which to renew.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary L. A. W.,

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

Name.....

Street or Box.....

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

Cycle Club..... Write references on margin below.

Write Plainly on Blanks.

Printing Preferred.

RENEWAL LIST NO. 17.

Including renewals from April 25-30 inclusive.

Alabama	4	New Jersey	158
Arizona	1	New Mexico	1
Arkansas		New York	435
Colorado	16	North California	7
Connecticut	72	North Carolina	
Delaware	7	North Dakota	1
District Columbia	13	Ohio	56
Florida	1	Oklahoma	
Georgia	3	Oregon	5
Idaho		Pennsylvania	378
Illinois	73	Rhode Island	27
Indiana	12	South California	6
Iowa	30	South Carolina	
Kansas	2	South Dakota	
Kentucky	26	Tennessee	1
Louisiana		Texas	6
Maine	39	Utah	
Maryland	81	Vermont	2
Massachusetts	242	Virginia	4
Michigan	28	Washington	1
Minnesota	9	West Virginia	6
Mississippi		Wisconsin	37
Missouri	23	Wyoming	
Montana		Canada	
Nebraska	2	Foreign	1
Nevada		Mexico	
New Hampshire	7	Indian Territory	

1,828

THE RENEWAL SEASON.

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

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

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

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

Don't forget to send number

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

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

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

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

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

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

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

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

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

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

MARYLAND DIVISION.

LOCAL CONSUL LIST NO. 3.

G. A. M. Johnson	Leslies
W. P. Reckord	Reckord P. O.
D. B. Reckord	Bel Air
George P. Loker	Leonardtown
H. B. Messenger	Federalburg
Rev. Geo. W. Bounds	Deals Island
J. L. Porter	Eckhart Mines

Baltimore City.

Walter B. Gehreerkorn, 600 N. Arlington ave., Baltimore.

Prizes.

The prize list below and rules governing the competition have been decided upon and, with a few possible changes, are final.

LIST OF PRIZES.—RECRUITING COMPETITION.—1898.

All applications which have been sent in and accepted since April 1, and all applications sent in and accepted up to September 30, 1898, will count in the competition.

1. For obtaining one hundred new members, a gold watch, actual cost \$50.00, or, if preferred, any other piece of jewelry of the same value.

2. For obtaining seventy-five new members, a thirty-five dollar gold ring, actual cost, or any other piece of jewelry of the same value at the choice of the competitor winning, or a magnificent gold medal made by Kirk—the handiwork medal ever made in Maryland.

3. For obtaining fifty new members, a twenty-five dollar gold watch chain, or some other article of the same value.

4. For obtaining twenty-five new members, a scarf-pin worth fifteen dollars, or some other article of equal value, or a rich bronze medal made by Kirk. A most tasteful medal.

5. For fifteen members, a stop watch, value \$7.00.

6. For ten new members, the choice of any article worth \$5.00.

7. For ten new members, one of the 1898 Honor Medals.

8. For five new members, any Local Consul can secure a handsome Local Consul pin.

9. For two members, one of the 1897 Road Books (only a few now on hand), a Maryland Division cap pin or button, or a Crack-a-Jack match-box.

Rules Governing Competition.

NOTICE.—In competing for these prizes, if you send in ten members and choose, for example, the Honor Medal, and then wish to enter in the competition for the other prizes, you will have to begin over again, or, in other words, your applications will not count twice. In order to be entered in the competition, send your name and address to Mr. Robert H. Carr, Jr., Law Building, Baltimore, clearly written. He will send you a supply of application blanks and recruiting literature. All competitors will have their names carefully written in a book kept for the purpose, and the number of members brought in recorded exactly. You can get your friends to work for you, and any members your friends hand to you will be counted.

In case a club wishes to enter into the competition, and should win one of the prizes, the governing body of the club will have the choice of some article of equal value to the prize earned and suitable for the use of the club, such as a picture, piece of furniture, etc. By making this generous list of prizes in the manner outlined it is in the power of everyone to get something for the work done. It is an open field, and all can win.

If you send in enough members to entitle you to a prize, and you decide to take a particular prize, you can begin again to work for any other prize you desire. For example: Suppose you have sent in fifteen new members, which will entitle you to the stop watch, and you make up your mind to take the watch, you can then begin to work over again for the gold watch or ring.

These prizes will be as they are represented. Nothing mean or second-class about them, and so arranged that any one entering the competition will be able to win a prize, or more than one prize. All you have to do is to get enough members to entitle you to a prize.

Fraternally yours,

CONWAY W. SAMS, Chief Consul.

Maryland Division, L. A. W.
BANK OF BALTIMORE BLDG., Baltimore, Md.

ILLINOIS DIVISION.

I have this day appointed George K. Barrett, Chicago, a member of the Hand Book Committee, Vice Frank R. Gadd, Peoria, resigned.

Wm. H. ARTHUR, Chief Consul.

CHICAGO, April 26, 1898.

RHODE ISLAND DIVISION.

APPOINTMENTS.

Senior Consul.—Twelfth Consulate, Thos. P. Bassett, Allendale.

Junior Consul.—(Seventh Consulate), Sub-Consulate 3, Wm. C. Elliot.

Consuls.—Allenton, Fred. C. Healey. Arctic, Benj. F. Gorton. Auburn, R. W. B. Knight. Cranston, Walter B. Haven. Centerville, Geo. C. Wood. Edgewood, Halbert L. Palmer. Fiskeville, Allen Henry. Howard, Herman F. Burlingame. Kingston, Homer J. Wheeler. Little Compton, Henry J. Richmond, Jr. Narragansett Pier, Ralph B. McDunnough. Olneyville, Wm. S. Steere. Pascoag, James Ward. Phenix, S. Winfield Himes. Pontiac, Henry J. Gardiner. Valley Falls, Peter J. Gaskin. Woonsocket, Ward 1, Henri A. Barsalou; Ward 2, Daniel P. Mulvey; Ward 3, Benj. W. Gallup; Ward 4, Frank L. Parkhurst; Ward 5, Raphael P. Daigneault; At Large, Geo. Anderson, Joseph Brown, Mrs. John G. Currier, Edmond R. Darling. GEO. L. COOK, Chief Consul.

PROVIDENCE, R. I., April 29, 1898.

COLORADO DIVISION.

At a special meeting of the Board of Officers, Colorado Division, L. A. W., held April 25, '98, the Junior Membership amendment was adopted unanimously.

ISAAC SUTTON, Sec.-Treas.

APRIL 27, 1898.

WISCONSIN DIVISION.

LOCAL CONSUL LIST NO. 6.

Antigo	A. B. Millard
Chelsea	A. H. Flaig
Kenosha	Sub. Joseph Bent
"	John Bruce
"	W. H. Robinson
Leon	R. F. Caskey
Lake Mills	C. S. Brown

LEAGUE HOTELS.

Augusta	Park
Brandon	Halls
East Troy	Buena Vista
Fox Lake	Fox Lake
Grafton	Muller
Harland	Tremont
Janesville	Grand
Leon	Leon
Milton	Richmond
Mukwonago	Dillenbach
Medford	Winchester
Phillips	Murry
Prairie du Chien	City
Racine	Mohr
Reedsville	Reedsville
Rolling Prairie	Griner
Ripon	Ripon
Waukegan	Reidy

WISCONSIN WANTS A THOUSAND VOLUNTEERS.

The Wisconsin Division, L. A. W., will offer special premiums to volunteers who will engage in the work of strengthening our division for our battle in the next session of the State Legislature.

A WAR PARABLE.

"When a difficult task is undertaken and a military commander states the case to his regiment and calls for volunteers to march three paces in front, those who promptly advance and those who offer themselves inspire the respect of officers and men, and a shout of patriotic confidence goes up as the volunteers are marched off to prepare for the noble duty required. If every tenth man in the ranks were detailed for such duty by lot, far less confidence would be felt in their power and success."

THE COMING FIGHT.

"It is, therefore, our desire to enlist volunteers who feel the responsibility of the League of American Wheelmen in its work for the improvement of highways and securing wheelmen's rights. A game fight will be engaged in at the next session of the Wisconsin Legislature, to have bicycles carried free as baggage; to have a law passed providing for State-aid in road-building and to revoke a law on the statutes which empowers cities to impose a special tax on bicycles. These are three important things which the Wisconsin Division, L. A. W., will work for, and it means a long, hard fight by a largely-increased membership; therefore, we look for a liberal response to this call. Write the chief consul and he will equip you for the work."

M. C. ROTTER, Chief Consul,
McGeoch Bldg., Milwaukee.

WISCONSIN DIVISION.

PREMIUMS FOR '98.

The following premiums are offered members of Wisconsin Division, L. A. W., for securing applications:

The L. A. W. road maps of Wisconsin, complete in 12 sections with index, put up in a neat, practical case with pocket for single map, given as a premium to any member who sends in one new application, or sold to Wisconsin Division League members for 50 cents; price to others, \$2.00. (Two premiums are never given for one application).

One section, which includes the town in which the member lives, is sent free, upon application to the secretary. Additional sections, 10 cents each. The set of maps was completed at a cost of over \$800, and four years of earnest work on the part of the consuls and State officers was expended to get the necessary data for the only road map Wisconsin has ever had.

The enamel lapel button is offered as a premium for securing one application. The button is neat, elegant and highly finished, and the very best in the market. Cash price to members, 25 cents. (Two premiums are never given for one application).

The enamel cap pin was given in 1897 for two applications; this year it is given free to any member sending in one new name with the fee, \$2.00. The design is similar to the enamel button shown in above cut, and the workmanship is the same. The button is 1/2-inch across face and the cap pin one inch. (Two premiums are never given for one application).

An L. A. W. bicycle plate, heavily nicked, beautiful in design and finish, with the wings in blue and the 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 and are furnished to fit any tube on a bicycle. In ordering, write name and number plainly.

Credit given only on applications sent through the secretary-treasurer, who keeps a careful record of the same, and who sends out all premiums.

Cut out above list of premiums for future reference.

APPLETON, WIS. SAM J. RYAN, Sec.-Treas.

KENTUCKY DIVISION.

ROAD BOOK.

Revision of the road book of Kentucky Division, L. A. W., is now in progress, and in order that the work may be completed promptly and the new edition issued to our members early in the season, it is necessary that all information be received before May 15, 1898.

Please make a careful examination of your copy of the 1896 road book and report any errors or omissions. Blanks for this purpose will be furnished upon request.

OWEN LAWSON, Sec.-Treas.

LOUISVILLE, KY., April 25, 1898.

KENTUCKY DIVISION.

CONSULS.

Local consuls for Kentucky Division have been appointed as follows:

Junction City, Jas. H. Calvert, Vice Lucien F. Wells, resigned.

Leitchfield, A. Percy Stone, Vice C. R. Roberts, resigned.

Paducah, Jeff J. Read, Vice E. C. Cleaves, resigned.

By order of the chief consul.

OWEN LAWSON, Sec.-Treas.

LOUISVILLE, KY., April 25, 1898.

DELAWARE DIVISION.

I want to call your attention to the offer which we are making of a gold and enamel Honor Badge to any member of this division who secures five (5) new members before July 1, 1898. The badges are very beautiful and well worth the slight exertion which it will require to obtain one, and we hope to be called upon to furnish one to every member.

Let us each make an effort to secure our quota of recruits and make our division so strong that when we go before the next Legislature with a petition and bill for a radical change in the methods of road-building in our State that our strength and influence will be such that our legislators will not dare refuse our just requests. Let each one do his duty and make Delaware this year, what she was last, the banner State of the League in so far as percentage of increase is concerned.

Let me also urge upon each member to attend promptly to the matter of renewing his membership and see that all of his friends do likewise.

WILLIAM T. RUDD, Chief Consul.

WILMINGTON, DEL., April 28, 1898.

OHIO DIVISION.

Only 416, out of over nine hundred whose membership expired during April, have renewed up to date. Less than half! Do you know any of the remaining 500? If so, try to get their renewals. If they don't renew, it will take 500 new members to fill up the gap in our ranks.

WILLIAM D. KEMPTON, Chief Consul.

APRIL 29, 1898.

OHIO DIVISION.

LOCAL CONSUL LIST NO. 11.

Cleveland..... Karl Hodge, 14 Cedar Pl.
" Chas. W. Mears, care *Cycling Gazette*
" Walter M. Robison, care *Plain Dealer*
Gates Mills..... J. E. Crawford
Hudson..... Charles Chapman
Pemberville..... Augustus Keil
Scotch Ridge..... Will. McKean
Springfield..... Willis N. North
Strasburgh..... John P. Meininger
Trimble..... Roy A. Andrews
" W. C. MUNRO, Sec.-Treas.

CINCINNATI, April 27, 1898.

RACING BOARD BULLETIN.

BALTIMORE, April 29, 1898.

C. A. Dimon, 1030 Walnut st., and A. H. Allen, 1606 N. Broad st., Philadelphia, Pa., are appointed official referees in District B.

The contract of the National Track Ass'n, Cambridge, Mass., with Thomas Regan, Waltham, Mass., is approved.

The contracts of the National Cycledrome Co., New York, with Earl H. Kiser, Dayton, O.; Karl Kaser, Germany; John Alexander Roberts, Stilton Peterboro, England; Leon Boulay, Reno Cavelly, Paul Bourrette, Paris, France; John S. Johnson, Minneapolis, Minn.; Isaac Pulford, Waltham, Mass.; and with Henri and Victor Jallau, Paris, France, for pacemakers and pace-making exhibitions, are approved.

Registered.

No. 2,001—Nat Butler, Cambridge, Mass.
No. 2,002—Tom Butler, Cambridge, Mass.
No. 28—Howard B. Freeman, Willow Grove, Pa.
No. 29—Earl Kiser, Dayton, O.
No. 30—Arthur Gardiner, Chicago, Ill.
No. 31—Karl Kaser, Germany.
No. 32—A. R. Robertson, England.
No. 33—Joseph Patterson, Philadelphia, Pa.
No. 3,003—Patrick J. McIntyre, Cleveland, O.
No. 3,004—Frank R. Blackburn, Cleveland, O.
No. 1,003—C. F. Ermatinger, Rochester, N. Y.
No. 34—Henry Stewart, St. Louis, Mo.
The suspension of Otto Paterson, Brooklyn, and J. F. Higgins, Buffalo, N. Y., will expire May 1, 1898.

National Circuit Dates Accepted.

Racine Ath. Ass'n, Racine, Wis., Aug. 15.
Harris & Baumann, Denver, Colo., Oct. 21 and 22.
Racine will run the two-mile professional championship, and Denver the one and two.

Sanctions Granted.

P. R. R. Y. M. C. A., Philadelphia, Pa., May 30, closed.
Park Bicycle Club, Washington, D. C., May 12.

Yorkville Wheelmen's Ass'n, Yorkville, S. C., May 17.
ALBERT MOTT,
Ch. R. B., L. A. W.

STOLEN WHEELS.

FOWLER, No. 12,095. Wm. E. Leonard, West Newton, Mass.

2 PACIFICS, (Ladies), No. 41,321. No. 38,530. H. L. Thompson, 316 Centre st., Newton, Mass.

'07 STANLEY, No. 5,320. Ira Hirsch, 71 E. 92d st., N. Y. city.

'08 RAMBLER, No. 1,230. A. Israel, 201 Market st., Paterson, N. J.

CRAWFORD, No. 102,486. W. D. Osmun, 21 Academy st., Newark, N. J.

WAYFARER, No. 48,048. T. S. White, New Brighton, Penn.

HANDLE-BAR RIBBONS.

We have added to our assortment of Ribbons and now offer:

Ribbon No. 1. Royal Purple with emblem and L. A. W. initials embroidered in gold; 33 inches long, 1 inch wide, 25 cents.

Ribbon No. 2. Royal Purple, 1 1/2 yards long, 2 1/4 inches wide; printed in gold on each end, 75 cents.

Ribbon No. 3. Royal Purple, 6 inches long with emblem printed in gold, 15 cents.

Ribbon Labels. The L. A. W. badge, and initials embroidered in old gold on royal purple. Used on handle-bar ribbons, on coat collar or sweater. 10 cents each; 2 for 15 cents; 4 for 25 cents.

Sweater Front. The League emblem embroidered in colors. A first-class article, \$2.00.

For any of the above, send to ABBOT BASKETT, 530 Atlantic Ave., Boston, Mass.

L. A. W. SUPPLIES.

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

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

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

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

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

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

Application and Renewal Blanks. We supply a good blank on bond paper at a much lower rate than can be printed for in small quantities.

Lapel Button. No. 1, vitrified front in colors, with button back or catch pin for ladies, 15 cents.

Constitution and By-Laws. New edition ready for delivery.

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

RECRUITING SUPPLIES.

Pertinent Paragraphs. Our new edition is now ready for delivery. Modesty forbids us to say that the new edition is a great improvement over the old, but it is. We urge the smaller divisions to keep these flying.

Bronze Lapel Button. 10 cents.

Cap Pin. Vitrified front in colors with catch pin, 20 cents.

Court Decisions. New edition containing lat' decisions now in press.

League Club Circulars. Telling the whole story.

Answers to Queries. New edition ready for delivery.

Decalcomania Decoration. U. S. shield and L. A. W. emblem, inscribed, colored; for decorating bicycles, 3 cents each by mail; 25 cents per dozen.

Sent by mail on receipt of price. Don't send stamps. Small coins are as safe as stamps.

"Good Country Roads, and How to Make Them," by ISAAC B. POTTER. A hand book of rules and reasons, showing why the country roads should be made better, and how to make them so. Sixty-four pages of useful information on the subject of country roads. Over sixty illustrations. Comprehensive chapters on road philosophy, drainage, tools and materials, tables of size, cost and capacity, grades, surface improvement, cross drains and culverts, and the building of bridges. The most comprehensive and valuable book ever written on the subject of country roads. Price 5 cents. Published by The League of American Wheelmen, Boston, Mass.

"Good Macadam Roads, and How to Make Them," by ISAAC B. POTTER. A convenient and book for practical road makers, containing the best information and instructions in plain language and condensed form. Seventy-two pages of clear, concise instructions on the building of macadam roads. Containing the history of macadam roads and a portrait of John L. Macadam, description of the systems of France and England; grades, how to make and improve them; drainage and surfaces; the maintenance of macadam roads. Over seventy excellent illustrations and explanatory tables. This book should be in the hands of every practical road builder. Price 5 cents. Published by The League of American Wheelmen, 530 Atlantic ave., Boston, Mass.

LOANING A LEAGUE TICKET.

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

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

APPLICATIONS FOR MEMBERSHIP

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

Tickets will be issued fourteen days after publication of names.

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

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

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

Boston, May 6, 1898.

Total, 541-95,873.

Over 129,000, COLORADO, 8-528.

Unattached.

- 086 Hall, Newman G., 405 W. Main Aspen
6 Koch, H. G., Box 688 "
7 Pitaval, J. B., Box 1036 "
8 Stockman, F. H., Box 543 "
9 Doll, Howard, 2510 Welton Denver
100 Ling, C. J., Man. Training High School "
1 Northington, Cornelius W., 249 S. 13th "
2 Griswold, A. H., Rocky Ford

Over 129,000, CONNECTICUT, 15-1738.

W. B. C.

- 103 Chase, Horace S., Hotel Winchester
4 Deming, H. B., 170 Main Winsted
5 Terhune, Miss, 233 Warren st Bridgeport
6 Halstead, E. E., 17 Library st Danbury
7 Sunderland, Philip N., 353 Main st "
8 Townsend, Wilbur, 64 Pleasant "
9 Freeman, H. B., Jr., Box 871 Hartford
110 Fitch, F. K., 43 Cedar st New Britain
1 Richards, Hubert P., 228 Chestnut st "
2 Clark, H. L., New Hartford
3 Tuttle, Burton L., 135 Quinipiac av New Haven
4 Rowe, Herbert A., 120 Wash. st Norwich
5 O'Conner, Wm., Box 36 Old Saybrook
6 Beekwith, F. H., Box 86 Shelton
7 Mertz, Wm. W., Torrington

Over 129,000, DELAWARE, 5-259.

Unattached.

- 118 Bush, J. Danforth, Bush & Rayner Wilmington
9 Garrett, Howard C., 611 Washington
120 Hillegas, H. L., 907 Hazlett st "
1 Hopewell, Martin T., 2923 Market st "
2 Wolf, Geo. A., Equitable Bldg. "

Over 129,000, DISTRICT OF COLUMBIA, 5-876.

Unattached.

- 123 Pettit, E. R., 415 7th st., N. W. Washington
4 Reid, Wm. H., 2136 P st "
5 Wiggins, J. S., 409 M st., N. E. "
6 Hayes, John, Brightwood Driving Park
7 Ehlslager, Adam, Jr., 1461 P st., N. W. "

Over 129,000, GEORGIA, 1-267.

Unattached.

- 128 King, Henry B., 1 7th st Augusta
Over 129,000, ILLINOIS, 25-3,563.
Aurora C. C.
129 Smith, Louis L., 63 No. Lincoln av Aurora
130 Beran, James F., 495 So. Lincoln st Chicago
1 Kolar, James Jr., 991 West 19th st "
2 Vanoni B. C. "
3 Kalenweiler, Abe. J., 428 Marshfield av "
4 Oakes C. C. "
5 Oliphant, J. B., 178 East Monroe st "
6 Johnson, Claude, 722 W. Main Decatur
7 Alschuler, Benj. P., Mercantile Bk Aurora
8 Fletcher, G. E., 207 No. Park av Austin
9 Davis, Fred., Box 528 Blue Island
10 Rugg, Fred. D., 708 W. Park st Champaign
11 Gates, J. H., 5 Wabash av Chicago
12 Hyman, M., Palmer House "
13 Koester, August, 5616 Jefferson av "
14 Louis, Ike, 145 36th st "
15 Major, C. F., 479 No. Clark st "
16 McCarthy, E. J., 845 So. Sawyer av "

- 5 Pence, A. M., 550 No. State st "
6 Thompson, Jas. W., 2519 Wabash av "
7 Jordan, Ezekiel, Box 132 Enfield
8 Roper, E. G. Harvey
9 Nagel, Paul Minier
150 Culver, Frank H. Momenoe
1 Barnings, J. C. North Harv'y
2 Jones, Miss Martha H., Box 133 Riverside
3 Uhe, Prof. A. F. Winnetka

Over 129,000, INDIANA, 15-2,093.

L. A. W.

- 154 Braden, D. C., care of Bowen, Mer-ritt Co. Indianapolis
5 Fletcher, S. A., care of Fletcher Bank "
6 Hanna, G. L., care of Fletcher Bank "
7 Hall, W. H., 1002 No. Illinois st "
8 Holliday, W. W., 205 East 11th st "
Unattached.
9 Allison, R. H. Alexandria
160 Satterfield, H. W., Ijanis Garrett
1 Kaylor, Thomas H., 2238 Talbott av Indianapolis
2 Stein, David L., Tolbert Block
3 McDermott, John, 321 West 5th st New Albany
4 Miller, Frank, 612 Vincennes st Porter
5 Sievert, Fred. Richmond
6 Moorman, Walter H., Earlham College
7 Wading, Mrs. Walter, Mechanic Shelbyville
8 Bolton, Fred., 1429 E. Poplar st Terre Haute

Over 129,000, IOWA, 6-801.

Dav. C. C.

- 169 Goldschmidt, H. G., 1314 Scott st Davenport
Unattached.
170 Kuechen, Frank A., 143 South 8th st Burlington
1 Perkins, H. W., 931 No. 4th "
2 Binford, J. W. New Liberty
3 Haas, John, Jr. Plain View
4 Burmeister, J. P. "

Over 129,000, KANSAS, 4-392.

- Salina B. C.
175 Baler, Chas. Salina
6 Goldberg, O. J. "
7 Hockensmith, Ernest "
8 Hubbard, C. F. "

Over 129,000, KENTUCKY, 2-925.

Unattached.

- 179 Sutfield, Chas. A. (P. O. German American Oil Co., Bremen, Germany) Louisville
180 Troxler, C., Jr., 228 W. Breckenridge "

Over 129,000, MAINE, 3-528.

York Co. W.

- 181 Dolby, Howard H., Temple st Saco
Unattached.
2 Davis, F. B., Box 177 Kezar Falls
3 Ridlon, Walter S., Box 94 "

Over 129,000, MARYLAND, 5-1760.

Md. B. C.

- 184 Courlander, B., Jr., 200 East Balto st Baltimore
5 Krebs, Clifton E., 104 East No. av "
6 Taylor, H. S., 21 S. Gay st "
7 Gehre, Walter B., 600 No. Abington av "
Unattached.
8 Grounds, J. H. Hagerstown

Over 129,000, MASSACHUSETTS, 106-

11,744.

Wannisquam B. C.

- 189 Bradstreet, B. M., Main st Amesbury
Met. W.
190 Mitchell, F. A., 2220 Wash. st Boston
1 Brennan, F. A., 82 West Newton st "
2 Dwyer, D. J., 3 Wharf st "
3 Fitzgerald, H. F., 205 Essex st "
4 Lockhead, William, 13 Leyland st Dorchester
5 Woodman, Harry, 47 Boomer st Roxbury
6 Macree, William J., 116 Malden st Boston
7 Hardwicke, Mrs. G. E., 707 Tremont st "
8 Kelly, Thos. A., 707 Tremont st "
Shoe City W.
199 Hayward, Horace K., 111 No. Montello st Brockton
200 Hamilton, Frank E., 22 Old Colony sq "
Commonwealth B. C.
1 Barrand, A. T., 27 Harvard Brookline
2 Chard, Ernest D., 111 Addison Chelsea
Review Club Cyclers.
3 Kimball, F. Warren, 78 Wash. av "
National C. C.
4 Villars, George H., 30 Merrimack st Haverhill
Mattapan R. C.
5 Wallace, W. C., 6 Pierce st Hyde Park
Jog-a-long B. C.

- 6 Kimball, George E., 38 Burroughs st Jamaica Plain
S. C. W.
7 Vaughn, Frank W., 47 Wash. st Lowell
N. B. C.
8 Eaton, Joseph B., 310 High st Newburyport
B. Co. B. C.
9 Talbot, F. S. Norton
P. B. C.
210 Mee William, Wabonah st Pittsfield
Roxbury Bl. Club.
1 Pidgeon, Albert E., 1299 1/2 Tremont st Roxbury
Press C. C.
2 Madden, John F., 32 West Fifth st South Boston
Conn. Valley W.
3 Middleton, Dr. J. E., 73 Spring st Springfield
Norfolk B. C.
4 Hastings, E. R., Box 347 So Weymouth
Unattached.
5 Bennett, E. B. Amherst
6 Denel, C. Fred., Prospect st "
7 Hyde, S. S., No. Pleasant st "
8 Kelly, J. E., Pleasant st "
9 Morrissette, Joseph H., Box 276 Ashland
220 Stein, Edmund, 71 Alban st Ashmont
1 Bishoprick, Geo. F. Bedford
2 Alberty, L. B., 99 Chambers st Boston
3 Brock, Jos. F., 50 Gardner st "
4 Collins, M. J., 379 Congress st "
5 Covill, Wm. J., 6 Beacon st "
6 Griffin, W. Leonard, 220 Wash. st "
7 Hodgkins, Joseph W., Box 142 "
8 McDonough, Wm. P., 6 Beacon st "
9 Rugg, William C., 108 Blackstone "
230 Wood, Arthur G., 39 Rutland sq "
1 Baldwin, Mrs. Geo. F., 20 Portland sq "
2 Bradshaw, Miss Margaret, 28 Dwight st "
3 Cardinal, J. S., 37 Temple "
4 Harding, F. W., 70 Water st "
5 Roberts Joseph A., 567 Tremont st "
6 Pierson, Robert M., 53 State st "
7 Faxon, Mrs. Fred'k. S., West Elm st Brockton
8 Drown, Edward S., 20 Walker st Cambridge
9 Conder, Sydney, 4 Blanche st "
Cambridgeport
240 Reall, Mrs. W. T., 26 South st Campello
1 Endicott, Louise M. Canton
2 Ambrose, Miss Flossie L., 46 Hawthorne Chelsea
3 Price, Miss Elva A., 166 Wash. av "
4 Dugan, Robert E. Chicopee
5 Ludwik, Frank P. "
6 Townes, H. D. Danvers
7 Harrie, Victor, 21 Moultrie av Dorchester
8 Clapp, Ernest E., 11 Clapp place "
9 Thorburn, Stanley B., 86 Trenton st East Boston
250 Thorburn, H. L., 86 Trenton st Everett
1 Leonard, John F., 10 Winthrop Frammingham
2 Ellms, Frank B., Maple st "
3 French, Orin "
4 Stearns, Chas. A., Main st "
5 Smith, Alexander N., 169 River st Fitchburg
6 Young, Joseph H., Bridge Road Hadley
7 Grovestein, Wm. P., M. D., Wash st Hanover
8 Jossey'n, Alonzo N., Howard House "
9 Beal, Fred. C., 76 Merrimac st Haverhill
260 Gauthier, Joseph L., 3 Helena st Jamaica Plain
1 Jones, William H., Amory & Braddon Leominster
2 Cutter, Edward J., M. D., 15 Pearl st "
3 Bastow, Albert, 220 Thorndike st Lowell
4 Brocher, Enos, 8 Chestnut "
5 Cunningham, Robert, 10 Methuen st "
6 Murphy, William W., 286 Middlesex "
7 Selfridge, Harold, 290 E. Merrimack "
8 Duddy, Edward E., 61 Lexington st Lynn
9 Stringer, John T., 32 Howard st "
270 Turner, Harry, 14 High Rock av "
1 Ball, Clifford J., 72 Wash. st Malden
2 Evans, Chas. A., 74 Wash. st "
3 Knight, George L., Central Manchester
4 Davis, Walter E. Maynard
5 Fournier, L. M. Monague City
6 Kellogg, C. H., 51 Pleasant st Norhampton
7 Freglestad, James A., Norwood Press Norwood
8 Sutherland, John, 45 1/2 Liberty st Quincy
9 Goodridge, Arthur M., Adams st Revere
280 Hardy, Chas. E., Stafford Rochdale
1 Kebler, Amory G. "
2 Cogswell, Jas. A., Broadway Rockport
3 Towne, Geo. W., 42 Leach Salem
4 Campbell, W., 117 School st Somerville
5 Vaughn, A. W., 88 Newton st "
6 Torrey, W. A., Wash. st So. Braintree
7 Savage, Henry C., Hotel Idlewild South Williamstown
8 Thompson, George A., Nahant st Wakefield
9 Warren, William H., Box 359 Warren
290 Roemer, Emil Webster
1 Jenkins, Fred. O., 111 South av Whitmar
2 Jenkins, Winifred Edna, 111 South av "
3 Plummer, W. L., 2 Ridgeway Winchester
4 Ray, Edward C., 14 Farrington st Wollaston

Over 129,000, MICHIGAN, 18-2024.

Detroit W.	
295 Bertsch, J. G., 589 Mich. av	Detroit
6 Hoeftley, Emil, 783 Mich. av	
Midland C. C.	
7 Barbour, F. Ed.	Midland City
Unattached.	
8 Rowe, M. J., 256 Van Buren st	Battle Creek
9 *Rowe, Miss Frances B., 256 Van	Battle Creek
Buren st	
300 Wells, D. G., 90 Goguen st	
1 Sallee, Geo. M., 357 Mich av	Detroit
2 Keating, W. J.	Escanaba
3 Musson, Geo. A.	
4 Olson, Emanuel, 1103 Ludington st	
5 Reynolds, Jacob, 553 North Ionia	Grand Rapids
6 Steere, W. C., 166 E. Wash. st	Ionia
7 Cartwright, Ed. D.	Mayville
8 Southard, J. W.	Morenci
9 Rothrock, John	
310 Buzzell, A. L.	Northville
1 Petander, August	Traverse City
2 Wedrick, M. O., Box 25	South Lyon

Over 129,000, MISSISSIPPI, 1-41.

Unattached.	
313 Love, R. N.	Itta Bena

Over 129,000, MISSOURI, 8-1281.

P. C. W.	
314 McClaire, Wm. H., 502 No. 4th st	Louisiana
South Side C. C.	
5 Garcia, Dr. Chas. 2962 Gravoys av	St. Louis
6 Sperry, L. O., 3620 Hartford st	Unattached.
7 McClenahan, D. M., County Court	Kansas City
House	
8 Meriwether, J. D., Jr.	Louisiana
9 Boyce, Jno. P., 1234 Clark av	St. Louis
320 Ernst, Ernest, 4111 Fairfax av	
1 Gore, C. J., 713 Walnwright Bldg	

Over 129,000, NEW HAMPSHIRE, 1-987.

Unattached.	
322 Jameson, Chas. R.	Antreim

Over 129,000, NEW JERSEY, 47-6287.

Unattached.	
323 Dudley, Augustus, 171 Church st	Bridgeton
4 Mussee, Olin, 65 So. av	
5 Thomas, Joseph, 44 Fremont av	
6 Lukens, J. H., W. Broad	Burlington
7 Craft, J. Frank, 438 Lawrence st	Camden
8 Fowden, Wm., 41 No. Front st	
9 Miller, Richard T., 866 Market st	Frenchtown
330 White, Charles, Fifth st	Garwood
1 Purcell, James J.	Glassboro
2 Rowen, Henry C., Box 151	
3 Stanger, Wm. D., Box 26	
4 Stimmerman, Wm. Z., Box 283	
5 Prall, J. Scofield, Box 38	Helmetta
6 Williamson, Walter W., Box 44	
7 Bucklew, Wm. C., Box 7	Jamesburg
8 Brooks, William H., Box 106	
9 Bockman, Leo, 29 Stowe av	Jersey City
340 Buchner, Chas. A., 25 Hancock av	
1 Hansgen, Ernest, 31 Cambridge av	
2 Randall, Phren e, 7 Sherdan av	Kearny
3 Chappay, Henry, Box 163	Little Falls
4 de Keignels, Henry, Box 163	
5 Hastings, John Wilfred, 72 Orchard st	Newark
6 Glorieux, Henry, 53 Johnson av	
7 Healy, Michael J., 56 Mulberry	
8 Stark, Harry	Nordhoff
9 Van Horn, Cornelius J., 311 Ellison	Pate-son

350 Larsen, Charles, 38 Patterson	Perth Amboy
1 Lynch, Joseph, 107 Barkley	
2 Large, John K., 400 E. Front	Plainfield
3 Marcy, Alex., Jr., Main st	Riverton
4 Kipp, Walter A., 63 Woodward av	Rutherford
5 Le Van, W. B., Jr., 87 Union av	
6 Wharton, Samuel R., 201 Mott	Trenton
7 *Bunting, Miss, Hotel Windsor	
8 Palmer, V. C., Box 106	Tucker on
9 Martin, Robert, 305 Jefferson st	Union
360 Bozzo, Victor, 413 Union	Union Hill
1 *Schoonmaker, Miss Lizzie	Warren Point
2 *Woodman, Miss Marlam	
3 Long, Fred, C., Box 226	Weehawken
4 Bihlman, Charles	Westfield
5 Foote, Thos. H., Box 623	
6 Frederick, Wm., Elmer st	
7 Hartman, A. J., Broad st	
8 Griswold, W. H., 1st st	
9 Siebenmorgen, Wm., Box 158	

Over 129,000, NEW YORK, 97-25,015

Kanawaca B. C.	
370 Smith, A. A., 913 Lincoln st	Elmira
Century W.	
1 Burnell, Fred. E., 485 8th av	New York
2 Miller, J. Walter, 148 West 46th st	
Bor. Manhattan C.	
3 *Schelna, Josef, 1919 Lexington av	
4 *Schelna, Mrs. Josef, 1919 Lexington av	
Vallant B. C.	
5 Henniger, Charles, 181 Engert av	
Lake View W.	

6 Bolles, E. R., 18 Peak st	Rochester
7 Ragan, N. H., 34 Morris st	
Cortland C. C.	
8 Lonergan, E. C., 610 E. Fayette	Syracuse
Unattached.	
9 Benson, Robert H., 24 Homer st	Binghamton
380 Bernstein, Jennie, 364 Jay st	Brooklyn
1 Brunjes, J. Henry, 609 De Kalb av	
2 Dewey, James E., 568 Wash. av	
3 Haynes, Louis, 67 Russell st	
4 Haubt, Louis, 800 Jamaica av	
5 Jenklsson, James A., 67 Russell st	
6 Pearce, George E., 270 56th st	
7 *Pearce, Mrs. Geo. E., 270 56th st	
8 Richards, H. T., Hotel St. George	
9 Waters, Harry A., 47 So. 8th st	
390 Hallock, W. W., 319 Garfield place	
1 Pink, Robert W., 724 Monroe st	
2 Zimmerlein, H., 125 Jefferson st	
3 Battey, Edward, 736 Mooney Bldg	Buffalo
4 Pfanner, J. P., 582 Elliott Sq. Bldg	
5 Congdon, Charles E., 134 Jefferson st	
6 Babcock, H. N., Court House Annex	Elmira
7 Kain, C. A., 105 College av	
8 Chapman, Chas. E., 119 Madison av	Flushing
9 Wynkoop, Irving, Industrial Colony	Gardiner

400 *Kedney, Miss Isabel A., School of St.	Gardiner
Mary	
1 Bogardos, Clarence A., Box 52	Ithaca
2 Stroh, Philip, 482 Fulton st	Jamaica
3 Pruyn, Jesse A.	Johnsonville
4 *Pruyn, Mrs. Jesse A.	
5 Kasper, Fred.	Kingsbridge
6 Fisk, Will, Box 215	Lebanon
7 Aaron, Herman, 15 Wall st	New York
8 Bertelsman, Erich, 2 Bowling Green	
9 *Bendleton, Sadie, 127 East 120th	
410 Bouton, George L., 78 West 82nd st	
1 Bergen, Lewis L., 45 Pine st	
2 Carl, John, 166 Yest 120th st	
3 Cunningham, Dr. W. P., 688 Hudson st	
4 Dancy, Harry C., 335 East 23rd st	
5 *Penno, Miss Ida A., 5 Bank st	
6 *Grant, Mrs. Ada M., 646 West End av	
7 *Ginnbinner, Miss Florence, 434 Canal	
8 Goldstein, Morris, 306 East 73rd st	
9 Geoffroy, Arthur, 874 Broadway	
420 *Herzog, Mrs. Leo, 1 Howard st	
1 *Hensley, Miss Norah H., 116 W. 98th	
st	
2 Lacey, A. R., 70 West 118th st	
3 Leslie, George, 76 West 12th st	
4 *Marks, Miss Rose, 187 East 71st st	
5 Marsh, C. A., 47 East 125th st	
6 Oliver, Percy R., 3A Mald n Lane	
7 McLean, S. A., 402 Hudson st	
8 *Platt, Ella C., 217 West 126th st	
9 Ryan, M. H., 120 St. Teachers College	
430 Ritchie, Alexander, 434 Canal st	
1 Richardson, Wm. A., 108 Fulton st	
2 Schoonmaker, Carl V., 41 Pine st	
3 Smythe, D. nris, 43 West 51st st	
4 Spillito, Chas. F., 186 William st	
5 Smyth, Robert L., 151 West 122nd st	
6 *Sueven, Otto M., 275 West 125th st	
7 Shaffer, Percy L., 331 West 145th st	
8 Tutthill, Geo. E., 5 Bank st	
9 Tyler, Jas. A., 308 Fifth st	
440 *Wendt, Miss Auguste, 434 Canal st	
1 *Von Heydebrand, Lenora, 17 West 19th	
st	
2 Alles, Nicholas M., 715 Broadway	
3 Cummings, L. Barari, 151 Broadway	
4 Keutgen, George H., 243 West 21st st	
5 Perham, W. L., 43 West 117th	
6 Racky, Frank W., 113 Christopher st	
7 *Sanford, Mrs. Adele T., 104 W. 44th st	
8 Shnwind, Heinrich, 124 W st 7th st	
9 Smith, Hugo, 515 West 47th st	
450 Smith, John F., 805 Trinity av., Bor.	
of Bronx	

1 Merria, Henry, 189 South Water	Ogdensburg
2 *Merria, Selina M., 189 South Water	
3 Rurt, William R., 101 E. 5th	Oswego
4 *Austin, Emma, 350 East av	Rochester
5 Boebe, James H., 1 Canfield place	
6 Fagan, H. T., 20 Fifth av	
7 Langie, L. C., 685 East Main st	
8 Mosher, H. T., 218 Alexander	
9 *Meisel, Miss A. J., 58 Chestnut st	
460 Rogers, F. A., 105 Wilder Bldg	
1 Underwood, Louis, 28 Summer Park	
2 *Harrison, Miss Harriet B., 87 Chestnut	
3 Wettleson, Wm., Cham. of Com. Bldg	
4 Peters, Read B., 144 Jewett av	Staten Island
5 Mansfield, A. R.	Suffern
6 Hogan, Edward J., Box 81	Tuxedo Park

Over 129,000, NORTH CAROLINA, 1-53.

Unattached.	
467 Cain, Walter, 24 Grove st	Asheville
Over 129,000, OHIO, 25-2855.	
Cincinnati Gym. C. C.	
468 Schroeder, Geo., New & Sycamore	Cincinnati
Cinti Bl. Club.	
9 Dom, G. C., 22 West 2nd	

Portsmouth C. C.	
470 Williams, Dr. G. Wash., 307 Chilli- cothe	Portsmouth
Steubenville C. C.	
1 Morrison, R. J., 163 No. 4th	Steubenville
2 Timberlake, J. H., 715 No. 4th	
Unattached.	
3 Brannstein, Chas. B., 22 E. 4th Cincinnati	
4 Driemeyer, August F., 248 Fosdick	
5 Hull, Dr. J. W., 2nd and Main	
6 Parker, Jns. D., United Bank Bldg	
7 Rheinstrom, Jacob, Grand Hotel	
8 Tobias, Chas., 727 W. 8th	
9 Wallace, W. W., 5th and Race sts	
480 Geil, Jacob, Jr., 146 Vega av	Cleveland
1 Wertman, J. E., 518 Lincoln av	
2 Carter, R. O., 2 Cherry	
3 Perkins, E. R., Jr., 1775 Euclid av	
4 Perkins, True, 1775 Euclid av	
5 Stinecomb, W. A., 1987 Denison av	
6 Goeblicher, Meyer	Conneaut
7 Hunter, N. N., Box 350	Jamestown
8 Fawcett, W. G., Main st	Salem
9 Masters, Walter W.	Sardnia
490 Espy, Bert B.	Tiffin
1 Petty, Francis	Walnut Run
2 Ballantine, Wm. T., Box 137	Washingtonville

Over 129,000, OREGON, 3-229.

Unattached.	
493 Averill, A. H., 324 Belmont st	Portland
4 Mays, Edwin, 761 Flanders	
5 Savage, U. G., 324 Belmont	

Over 129,000, PENNSYLVANIA, 97-24,077.

Alt. Bicycle.	
496 Meek, Foster, Mateer Bldg	Altoona
Braddock C. C.	
7 Bawa, Charlie H., 538 6th	Braddock
8 Lewis, John P., 101 Kirkpatrick st	
9 Mitchell, Richard, — Kirkpatrick st	
500 Mengs, Joseph E., 1304 Braddock av	
1 Rogers, Thomas, Kirkpatrick st	
2 Barton, Philip P., 7217 McPherson Pittsburg	
3 Hurd, H. N., 806 Wallace av., Sta. D	
4 Orr, Dr. H. B., 102 Smithfield st	
Bloomsburg W.	
5 Patterson, J. Howard	Bloomsburg
Everett Wheelmen.	
6 Long, C. Howard, Spring st	Everett
7 Skellington, Cromwell F., South st	
Maple City W.	
8 Groner, Emmett H., Box 417	Honesdale
Lawrenceville C.	
9 Graham, A. R., 95 43rd st	Pittsburg
Crescent C. C.	
510 Francis, Nelson T., Perry & Oaks sts	Titusville
1 Thompson, A. J., Box 425	
Unattached.	
2 Wilson, C. E., 1417 11th	Altoona
3 Peck, Chas. L., Box 310	Athens
4 Peck, G. Warren, Box 110	
5 Jencks, E. S.	Berwick
6 Zook, Henry S.	Blue Rock
7 Lancaster, Harry, Wood st	Bristol
8 Stetson, George W., Box 389	Cambridge Springs
9 Biddle, C. A.	Canton
520 Ronan, Thos. H.	
1 Williams, A. C.	
2 *O'Donnell, Miss Anna V., 218 3rd st	Colwyn
3 Wright, T. A.	Cond r-port
4 Kintner, Joseph	Cressona
5 Weiser, Wm. N., Linden av. & Beach	East Pittsburg
6 Byron, Stanley R., 1518 Peach	Erie
7 Englebee, James, 15 W. 7th	
8 *Hederson, Mrs. Carrie G., 926 W.	
5th	
9 Mohr, Charles D., 313 W. 22nd	
530 Sherwin, J. M., 632 Stal	Fallsington
1 Satterthwaite, Walter S.	Fourdrville
2 Miller, W. M.	Germantown
3 Goodwin, F. C., 5615 Main st	
4 Hibbard, Wm., 467 Ashmoad	
5 Saeger, Lester	Gordon
6 Guest, John W.	Jeddo
7 Palmer, Frank H.	
8 Bushong, Jesse W.	Kelton
9 Custer, Wm. H.	Lower Providence
540 Brown, A. L., Maine	Manwyn
1 Hyland, W. V.	McKeesport
2 Fraser, Forrest L., Globe Hotel	Milton
3 Whalon, W. J.	Morris Run
4 Coyne, Frank R.	Old Forge
5 Wenger, M. H.	Paradise
6 Byrns, Thos. F., 1305 No. 15th Philadelphia	
7 Broom, Albert, 3226 Carlisle	
8 Battin, Chas. M., 1458 No. 55th	
9 Ruch, Baily Aug., 2311 No. 18th	
550 Brown, Thos. H., 1321 East Palmer	
1 Chillum, James H., 2001 No. 22rd	
2 Coplin, W. M. L., M. D., 119 S. Broad	
3 Frank, Geo. W., 2549 No. 17th	
4 Galton, Geo. B., 3621 No. Broad	
5 *Griffiths, Alice G., 2616 No. 17th	
6 Hamerton, Harold, 617 Toga	
7 Hamster, Oscar, 404 No. 7th	
8 Hess, Jacob, Main st. and Mermald	
av., Chestnut Hill	

9 Kane, Rev. M. J., Broad and Butler sts " "
 560 Kunzig, Phillip Henry, 635 No. 5th " "
 1 Long, Geo. W., 1243 Hanover " "
 2 Lents, Harry D., 19-2 No. 13th " "
 3 Mander, James, 3015 Palmer " "
 4 Norris, George W., 1530 Locust " "
 5 Oglesby, William V., 337 So. 5th " "
 6 Porter, Harry, 341 Berks " "
 7 Ruff, C. F., 104 Berks " "
 8 Reyn, Mis. Chas., Broad and Butler " "
 9 Roehr, Paul, 1520 No. 27th " "
 570 Smith, Geo. W., 3079 Potter " "
 1 Shute, Harold, 19th and Chestnut " "
 2 Satterthwaite, Fred. T., 302 Arch " "
 3 Van Leer, W. E., 514 So. 2nd " "
 4 Beane, Rev. J. G., Cathedral " Pittsburg
 5 Lytle, Jos. E., 1315 5th av " "
 6 Schwartz, Hugo, 143 Cimax " "
 7 Calvin, Arthur S. " Raubsville
 8 Folley, James F. " Rendham
 9 Weber, I. S. " Terre Hill
 580 Giles, Geo. H. " Tarentum
 1 Kennedy, J. W., Karns st " "
 2 McDonald, Samuel J. " Warren
 3 Faughman, Rev. John " Washington
 4 Uman, Hiram H., 714 W. 3rd Williamsport " "
 5 Heiner, J. C., 336 West King " York
 6 Lucking, Henry, South Duke " "
 7 McCall, J. St., Clair, E. Market " "
 8 Reiff, Frank H., South George " "
 9 Raffensberger, I. H., 218 W. Market " "
 590 Stitzel, C. S., 254 W. Market " "
 1 Wise, Wm. S., 41 E. Jackson " "
 2 Wise, C. V., 39 E. Jackson " "

Over 129,000, RHODE ISLAND, 24-1636.

Narragansett W.
 593 Branigan, George, 54 Barton Providence

4 Burrell, Eugene C., 1498 Westminster " "
 5 Brennan, Bart., 34 Madison " "
 6 Cahoon, Wm. L., 37 Hanover " "
 7 Dumont, Albert S., 217 Broad " "
 8 Farrell, Luke B., 53 Ashmont " "
 9 Horoho, John, 88 Unit " "
 600 Hitchcock, Frederick P., 27 E. Manning " "
 1 Harvey, Frank, 1 Tower " "
 2 Mann, Wm., 47 Harrison " "
 3 Manning, Hugh H., 527 Atwells av " "
 4 Shea, Frank M., 163 Courtland " "
 5 Scheminger, Henry A., 121 Snow " "
 6 Trudeau, Albert A., 434 Friendship " "
 7 Walker, John R., 586 Smith " "
 8 Walker, Richard, Sutton st " "
 9 Mowrey, Walter N., Brown st Johnston
 Westery C. C. " "
 610 Drysdale, Robert, Jr., Box 663 Westery
 Y. B. M. C. C. " "
 1 Tongas, J. Alfred, 83 Grove Woonsocket
 Unattached. " "
 2 Paolino, Joseph, 11 Dale st Providence
 3 Gray, Guilford D., 111 West Broad Westery
 4 Cady, Rev. Hopkins Brown, 30 Sum-mer Woonsocket
 5 Proulx, Charles A., 129 Main " "
 6 Valois, Oliver, 18 Fountain " "

Over 129,000, TEXAS, 2-265.

Unattached. " "
 617 Clagett, Rev. W. H. Taylor
 8 Brower, C. H., 2212 Decator Houston

Over 129,000, VERMONT, 1-145.

Unattached. " "
 619 Aldrich, T. W. Rush, 35 Main Lyndonville

Over 129,000, VIRGINIA, 1-192.

Unattached. " "
 620 Gunter, B. T. Accomack, C. H.

Over 129,000, WASHINGTON, 1-236.

Unattached. " "
 621 Miller, O. S., 2323 Jefferson av Tacoma

Over 129,000, WEST VIRGINIA, 1-129.

Unattached. " "
 622 Milligan, W. G., 2117 Eoff st Wheeling

Over 129,000, WISCONSIN, 12-2356.

Ripon Wheelmen. " "
 623 Sorenson, P. S. Ripon
 Unattached. " "

4 Macrum, Robert S. Florence
 5 Atwood, Geo. T., 101 No. Madison Green Bay

6 Baldwin, H. W., 727 Cherry " "
 7 Derrick, Leslie G., 211 No. Jackson " "
 8 Joannes, Harry L., 328 So. Jefferson " "

9 Mainland, Sinclair, 100 No. Madison " "
 630 Valentine, A. M., No. Jackson Janesville
 1 Brown, Wm. E., Box 251 Lake Mills

2 Granger, C. A., 730 Astor Milwaukee
 3 Schilling, A. F. Redsburg
 4 Tarbell, Alonzo E. Woodworth

Over 129,000, CANADA, 1-39.

Unattached. " "
 635 Atkinson, Mrs. Robert (P. O., Thos. Martindale, 411 No. 33rd, Philadelphia, Pa.) London, Ontario

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STERLING ELLIOTT.

League member No. 175,769, who resides in the "City of Brotherly Love," recently celebrated his sixty-fifth birthday. The following was among the good wishes sent him in honor of the occasion: "1833-1898.—Wheel on through the bower of God's love in your 'century run' as you spin along the highway of life; stopping at the mile-post to 'take wind,' may you catch the breeze from heavenly places to give you strength and zest for the next yearly lap, and thus enjoy, in all its varied aspects, the pilgrimage of the present."

The picture in the L. A. W. BULLETIN of April 22 labeled "A fine street somewhere—name of photographer lost," was from a photograph by A. F. Kelley, Quincy, Mass., and showed a portion of Washington street, in front of his home.

One of the evils attributed to cycling—bow-leggedness—is not a new charge. The same absurd statement was made fifteen years ago, and utterly failed of being substantiated.

THEY say the coming of the bicycle pedal has given the piano pedal something like a rest. And yet there are some who fail to appreciate the full worth of the bicycle.

The old trick of covering a large stone in the roadway with a hat was recently played on an Aberdeen cyclist, who ran into it and got a heavy fall.

A ROLLING wheel gathers no rust.

THE ice-man can soon afford to wear diamonds of the first water, once more.

"THE pen is mightier than the sword." If you don't believe it, you just note how many more men are killed in the newspapers than are killed in actual warfare.

TO KEEP his wheel looking new and bright a cyclist must be a man of considerable polish.

A GOOD bicycle is hard to beat. An express train is the only thing that can do it.

THE oldest inhabitant of a town never dies. It's the fellow who was the oldest inhabitant that is dead.

"THESE reconcentrados ain't so bad off," said Dusty Rhodes; "the authorities won't let 'em work."

"You seem to be rushing into print," said Mr. McDubbs to his wife, as she hurriedly donned her calico wrapper.

OLD persons sometimes grow tired of youthful illusions, but to the children of earth the Christmas tree will never become a chestnut.

A "HEAVY" road means a light load.

The New Christy Racing Saddle



THE... LONG POMMEL

gives a steady support in a race and prevents wobbling when spurring. Used and endorsed by all the well-known riders, including

EDDIE BALD	JIMMY MICHAEL	EARL KISER
TOM COOPER	E. C. MERTENS	JAY EATON
NAT BUTLER	MAJOR TAYLOR	DR. BRDWN
C. W. MILLER	ARTHUR GARDINER	KARL KASER

The Spalding Bicycle and 77 other high-grade wheels are equipped with Christy Saddles. Insist upon the genuine Christy and refuse to accept an imitation.

A. G. SPALDING & BROS.

NEW YORK.

CHICAGO.



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are meeting with wonderful success with the **Clipper Special**. As we anticipated and expected, the intelligent buyer is critical, he is willing to pay a good price for a fine wheel. He knows the difference between a bicycle built-to-sell-at-any-price, and an article like the Clipper. Travelers and dealers

ARE HAVING

all kinds of compliments for this wheel, every one who sees it is pleased. It's

A REGULAR CIRCUS

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X

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Grand Rapids, Mich.

T-78.

It Blazes!!

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It is absolutely wind and jolt proof.
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Its wick droppeth not.
Its price is but \$2.50, for which sum
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into this little one, which is as thoroughly good as 'tis
beautiful.

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"It's
Hygienic."

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Gents' Broad Saddle— " " "	3.00
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