

# 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 13, 1898.

Number 19



ROAD NEAR GREAT FALLS, MARYLAND.

Photo. by Wm. A. Torrey, Washington, D. C.

Subscription, \$1.00 per Year.

Special Club Rate to League Members Only, 25 Cents.

Entered at Boston Postoffice as Second-Class matter.

Price, 5 cents.

## PAID CIRCULATION, 98,966.

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## New Brunswick Tires

This is our 59th year of rubber manufacturing—our 4th of making tires. Our entire plant is now devoted to tires. It is the largest single-tube tire factory in the world. We are now making eleven different tires—in basket, rough, smooth and corrugated tread.

### OUR TWO NEW '98 TIRES: THE "PHANTOM" AND "FENWAY"

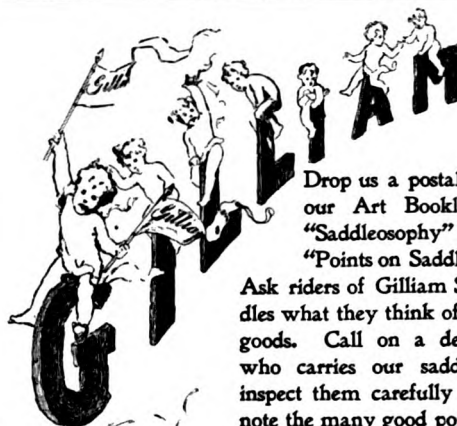
are particularly fine. They are both corrugated. The "Phantom" is our new discovery in tires. It is made of an entirely new fabric, which gives it great elasticity. It's very fast and wears prodigiously. The "Fenway" is made of the best Sea Island Cotton Duck,—a little less elastic than the "Phantom," but lower priced.

Our '98 Catalogue sent free.

**NEW BRUNSWICK  
RUBBER CO.**

New Brunswick, N. J.

New York, 9-15 Murray St.  
Boston, 207 Congress St.  
Chicago, 235 Lake St.  
Buffalo, 95 Pearl St.



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

Ask riders of Gilliam Saddles what they think of our goods. Call on a dealer who carries our saddles; inspect them carefully and note the many good points.

We are willing to take our chances on your decision that the Gilliam is the best your money can buy. Our No. 76 \$3.00 Saddle will be sold direct to riders until July 1 only, at 40 per ct. off list, or \$1.80 net. We pay express. Send cash with order.

**GILLIAM MFG. CO.**

CANTON, OHIO.

### EXTRA!!

The thousands of rakers and scrapers  
For news, since the war has begun,  
Make fifty reports in the papers  
To every report from a gun.

### A QUEER ROAD.

A glance at the accompanying picture conveys the impression that a carriage has been run down into a stream of water in order to clean it, and that



the three young men are washing the wheels. This, however, is erroneous, for No. 109,340, of Green Bay, Wis., says that the view was taken "on a road from the city to the bay shores, which road some people have audacity to call a 'boulevard.' The picture shows us about half-way out trying to pull out our carriage after getting the horse out in a half-drowned condition. How deep the mud was where the horse went down we had no means of determining."

A SOFT road turneth away cyclists.

### WORKING OFF OLD PATTERNS.

Judging from recent advertisements in British cycle papers, it would appear that some of the English manufacturers still have on hand stock of a pattern that has been out of the American market for three or four years. The machines offered for sale seem to have very low frames, with sloping top tubes, and saddles placed well back behind the post. They are popularly known as "cob" or "standing mount" patterns, but are given new names. The advantages claimed for them are maximum safety for town riding, convenience for hunting, easy mounting from standing position, easy dismounting by simply placing one foot on the ground, minimum weight that will ensure safety, and speed equal to any. This seems attractive enough, but it may be doubted whether the pattern can be advertised into popularity, even though His Royal Highness does ride one of them.

THE Spaniards at Manila were quite struck with the accuracy of our Yankee sailors' aim.

It is proposed in Indiana to have the convicts pave the country roads with convict-made brick, which, it is said, can be done at a very low cost.

THE engagement was on. "To arms!" he cried. And, as the maiden nestled in his embrace, he kissed her fair cheek. It was not the first time he had smelt powder.

## M. & W. '98 Bicycle Lamp



BURNS KEROSENE...

\$2.50

Express paid if local dealers cannot supply you.

COMPLETE IN ITSELF.

Points  
Essential  
to a  
Good Lamp

Brilliant Light.  
Will Not Go Out.  
Graceful Design.  
Easily Cleaned.  
Readily Attached to Wheel.  
Quickly Adjusted to Position Desired.

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

### BICYCLE BELLS

"SILVER-TONE" AND "MONOGRAM"

Made Like a Watch.

WHEELMAN'S LOG  
for 2-cent stamp.

Write for Circular  
and Prices.

**Tho Matthews & Willard Mfg. Co.**

40 MURRAY ST.,  
NEW YORK.

WATERBURY,  
CONN.



The almost unanimous testimony of repairmen is that Crescent Bicycles are in the repair shop less than any other make, although Crescents in use outnumber any other bicycle two to one.

Crescent quality and Crescent beauty at Crescent prices should make you and your friends Crescent riders.

ART CATALOGUE FREE.

**Western Wheel Works**

CHICAGO.

NEW YORK.

### A WONDERFUL CYCLE-PATH.

Cyclists who are fortunate enough to ride over the Snohomish, Wash., cycle-path enjoy a unique experience. The path lies amid the "great tree" district of the state, and, as shown in the picture,



an arch has been cut in one of the mammoth cedars, and the wheelmen pass directly through the tree. This particular tree is 18½ feet in diameter. The tree on the left of the picture, at the further side of

the county road from which the path branches, is 21½ feet in diameter.

### A BAD WORD.

Every cycling journal of repute, always excepting those sheets which imagine they are devoted to the amusement, we cannot say information, of the upper classes, agreed with us in decrying the use of the worse than vulgar, because ugly, word "bike." Indeed, Mr. E. R. Shipton, the C. T. C. figure-head who bathes in blue-blood these days, was equally averse to its revival, feeling, as we did, that a term which had been taken up and dropped like a hot coal by the contemned pioneers of the wheel really ought not to be born again through the media of society's dainty lips. Therefore are we the most delighted as we find on dipping into Arthur Waugh's delightful "Legends of the Wheel," that talented verse-writer apologizes for the introduction of the "horrid word" into two of his poems as follows: "In two of the legends the wheel is referred to as the 'Bike,' but it is to be hoped that the use of inverted commas will free the author from the suspicion of using in his own person a very vile, if current, phrase, which is justly deprecated of all true wheelmen."—*English Cyclist.*

No public work is more susceptible of easy and rapid execution, or able to bring such big returns for the outlay, as the construction of permanent highways.

# \$1000 Reward

FOR THE APPREHENSION AND CONVICTION OF THE  
PARTIES WHO COMPOSED, PRINTED AND DISTRIBUTED  
THE FOLLOWING LIBELOUS CIRCULAR:—

To  
Members of the Associated  
Bicycle  
Clubs

FELLOW RIDERS: We, the committee appointed by the Executive Committee to make a complete and searching investigation into the rumors which have recently gained circulation, to the effect that the "Rambler" bicycle, manufactured by Gormully & Jeffrey for the past nineteen years, during which time it has stood high in public favor, is now being manufactured out of inferior material and put together in a very inferior manner, and therefore unsafe for any other than boulevard riding, make the following statement:

As the matter was deemed important to both ourselves and the firm of manufacturers whose reputation for years had been of the best, your committee decided to make a complete investigation and give Gormully & Jeffrey every opportunity to maintain the reputation so long enjoyed by the "Rambler" wheel.

Upon our visit to the offices of Gormully & Jeffrey we were very courteously received as the representatives of the Associated Bicycle Clubs, but upon our stating our errand and that we would like to be given the opportunity to inspect the factory and construction of the "Rambler" wheel, we were very plainly told that such request could not be granted and that it was none of our business as to how the wheel was manufactured. Mr. Jeffrey talked very persistently of his high business standing and stated that the "Rambler" had been nineteen years on the market, and that the rumors (which he acknowledged were in circulation) were instigated by rival manufacturers. We informed him that we could very easily find out whether or not the "Rambler" was a safe wheel to ride if he would give us permission to watch the construction of a set of them, but he declined.

Our next move was to place one of our members, who is well known to you all, in the factory as an employe in the assembling department. He made application and secured employment in the course of a few days, and thus had an excellent opportunity to keep his eye on the building of the "Rambler" wheel. He spent ten days in the factory and then tendered his resignation, at which the foreman expressed regret, stating that he was one of the best workmen in the room.

Our report is as follows: "The 'Rambler' wheel of today in no way compares with the 'Rambler' of a few years ago. Not only is the material used in its construction of a poor grade, but the workmen are a very inferior lot. Very few mechanics are employed in the factory, and none of the men who were with Gormully & Jeffrey when they made the wheel famous are with them today, on account, we are informed, of the low wages paid.

"We therefore advise all members of the Association to let the 'Rambler' alone, as it is an unsafe wheel to ride and will not stand road work."

This recommendation is made after a very careful study of the material used and methods of manufacturing the "Rambler," and we are assured that the reports are true in fact and not instigated by jealous rivals, as Gormully & Jeffrey assert.

Respectfully,  
JOHN CARLSON,  
OKIE M. CHESMAN,  
HENRY ARKSON,

*Committee.*

**NOTE**—FOR REFUTATION OF THESE FALSEHOODS, AND THE CLAIM  
THAT SUCH A COMMITTEE WAS APPOINTED, WE REFER TO THE  
PRESIDENT OF ANY ASSOCIATED CYCLING CLUB IN THE U. S. A.

**GORMULLY & JEFFERY MFG. CO., Chicago.**

# THE L. A. W. Bulletin

## AND Good Roads

### A WEEKLY JOURNAL

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

PUBLISHED FRIDAYS BY

**STERLING ELLIOTT,**  
BOSTON, MASS.

EXCLUSIVE ADVERTISING REPRESENTATIVES:

**CEYLER & DAVIS.**

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

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

#### SUBSCRIPTION PRICE:

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

Editor: **STERLING ELLIOTT.**

Associate Editors:

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

**MAY 13, 1898.**

### A MUCH-NEEDED SOCIETY.

**A** SOCIETY for the suppression of public nuisances could find a whole lot of work to do in this great and glorious country. Did you ever go on an outing by land or sea, by car or boat, afoot or awheel, that you did not meet some person or persons who should have been promptly "squelched" then and there?

And why did n't you proceed to do the "squelching" which your higher consciousness told you should be done? Well, in the first place, maybe the party that really deserved to be "called down" was a bigger man than you, or maybe he had more backing, or maybe there were ladies present and you did n't wish to create a scene, etc., etc.

And so you let the opportunity for doing some good home-missionary work pass by, forever, in the hope that the wrong-doer would just naturally reform or would meet someone bolder than yourself who would teach him a much-deserved lesson.

As a matter of course, it does require some degree of dogmatic assumption to say just what is right and what is wrong in this world of tangled purposes, but there are many offences committed against the public peace and welfare that are manifestly, glaringly improper.

Sent to paid subscribers,.....	98,966
Filed in as many hotels,.....	1,005
Filed in Public Libraries and Reading Rooms,.....	1,167
To advertisers and exchanges,.....	2,362
<b>Total number printed this week,.....</b>	<b>103,500</b>

As an individual, one hesitates to reprimand a person whose public demeanor is not what all could wish, but supposing one were a member of a large, responsible organization that he knew would back him to a finish in his good work and, should he die at his post of duty, would put expensive flowers on his grave? Would he not then be brave to dare and to do?

Instead of having to address the wrong-doer openly and before others, he might hand him a printed card which would read something after this style:


DEAR (SIR OR MADAM),—

As a member, and in the name of the "Society For The Suppression of Public Nuisances," an organization numbering among its many thousands of members all the best people on earth, and possessing unlimited moral and financial backing, I protest against your — (here leave blank space for pencilling in the character of offence). I trust you will be sufficiently intelligent and broad-minded to accept this counsel in the same brotherly humane spirit it is offered, and make such amends and reparation for your wrong-doing as will satisfy all concerned; and I further trust that for your own well-being and peace-of-mind, as well as for that of others, it will never again become necessary for a member of my society to remind you that your public department is unbecoming to one who would presume to be a part of the respectable society of ladies and gentlemen.

Yours Very Sincerely,  
SULLIVAN SANDOW FITZSIMMONS.

It is probable that the pioneers in this good work would do most of their riding in ambulances, and it might be well to have the headquarters of the organization located in some good, big hospital. For a while, at least, the possession of an unnaturally black eye, and the carrying of the jaw in a sling, might be properly accepted as a badge of active membership.

Here is also a good chance for a few deserving persons to become sole occupants of the graves of martyrs. Come early and avoid the rush. Who will lead in this great work of suppressing that vast army of public nuisances who are not quite bad enough for the consideration of the police but who, by their idiotic, distressing ways, are forever robbing



## A False Balance

is an abomination, but "those figures" are right every time.

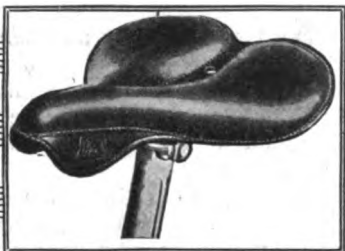
N. B.—Our circulation has been questioned three times in as many years.

P. S.—The three questioners are now L. A. W. BULLETIN advertisers.



# THE SADDLE

## OF THE SEASON



Speaking of saddles for '98,  
We would remind you, ere  
too late,  
The Wheeler Extra has the call.  
THAT'S ALL.

**THE WHEELER SADDLE CO.**  
Detroit, Mich.

# Out of the Frying Pan



When the ship springs  
a new leak is n't the  
best time to stop the  
pumps .. .. .

When business begins  
to "let up" is n't the  
best time to stop ad-  
vertising .. .. .

Any more than it's a  
good time to jump into  
the fire when the frying  
pan gets too "tepid."

**WRITE FOR RATES.**  
**OUR RATES ARE RIGHT.**

L. A. W. BULLETIN

us of what little pleasure we poor, sinful creatures  
of the dust, might otherwise scrape together?

Cyclers will be interested in this movement, for  
the road-hog will be one of the very first to feel its  
powerful influence. And there are others.

### A WARNING TO PARENTS.

As a rule, parents are not apt to give sufficient  
attention to the equipment of the wheels which their  
children are permitted to ride. Young people are  
so flexible, so lithe and supple; they so easily adjust  
themselves to their conditions, and they are so eager  
to appear just like their elders, and do whatever  
they see them do, that they (at least the boys) want  
their machines equipped in the most "up-to-date"  
manner, and that, in their estimation, is pretty sure  
to be after the style of the "scorcher."

There are serious objections to allowing this, on  
purely physiological grounds, which bear directly on  
the future welfare of the young rider. It is bad  
enough for adults, whose frames are developed and  
whose muscles are better fitted to resist unnatural  
strains, to assume unhealthy positions and over-exert  
themselves, but it is far worse for the growing boy,  
and it is more than likely to injure him. To see  
that the boys' and girls' wheels are properly adjusted  
and equipped is a duty that every father owes to his  
children, and he wrongs them if he does not give it  
careful attention.

Considerations of economy sometimes lead to the

purchase of machines that are too large for the young  
folks, with the idea that they will "grow into them";  
or, a discarded machine of full size is bequeathed to a  
youngster before he can reach it, or he is allowed  
to ride his father's wheel before he can follow the  
pedal with his foot all the way round. In these  
cases the rider hangs suspended on his saddle, with-  
out the power to relieve himself by carrying part of  
his weight properly on the pedals, and is very likely  
to injure delicate parts of the body.

When the saddle is placed too far forward, and  
very low bars are used, similar results will follow.  
The portion of the body meant to rest on the sad-  
dle is raised from it, and the weight is on tender  
parts that cannot carry it without receiving injury.  
Low bars also, always being dropped to an unneces-  
sary and foolish extent, curve the back, and keep  
the yet yielding and unformed shape in an unnatu-  
ral position, which is not relieved in any degree by  
making the forward inclination take place only at  
the hips, with the shoulders thrown back and the  
chest expanded. A more or less bent figure is sure  
to result if this practice is continued.

Another evil to be prevented is constant, though  
perhaps small, over-exertion produced by the use of  
too high gears. The boys are not satisfied until  
their bars are low, their seats are away forward and  
they have a big front sprocket wheel. It is a well-  
established fact that moderate gears are most satis-  
factory for all-round riding and long trips at moder-  
ate speed, and that they leave a rider fresher and

## IT BURNS GAS! THE "SOLAR"

The New Acetylene Gas Bicycle Lamp.



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

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

### **ABSOLUTELY NON-EXPLOSIVE**

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

**GREATEST BICYCLE LAMP OF THE YEAR**

From your dealer  
or sent prepaid for **\$4.00.**

**BADGER BRASS MFG. CO., Kenosha, Wis.**

## '98 HUMBER ROADSTER **\$73.00**

Do you realize that this means

### **Value Never Offered Before.**

It is less than they have ever been sold to agents  
in season. Every '98 HUMBER Roadster was

### **BUILT TO SELL AT \$100.**

and they are strictly

## "Humber Quality"

Better every year—improved every year  
in every detail of construction and finish.

**LOOK ONE OVER**, compare it with any cycle  
made, and you'll learn why HUMBER  
riders are proud of their mounts and are  
happy and contented on the road.

**AGENTS**, it's your opportunity to supply your  
trade with **REAL BARGAINS.**

**HUMBER & CO., America, Ltd., Westboro, Mass.**

more invigorated than do higher gears. What is best for most men is *very much better* for the growing frames of the young. High gears mean unnecessarily hard work at each push and a constant strain on the boys' muscles, and should be prohibited for them. For small boys, sixty is quite high enough and for older ones sixty-three to sixty-six and a half.

Lastly, long rides and century runs should be absolutely prohibited, as their effect on growing bodies cannot fail to be other than injurious.

#### **The Lamp of Love.**

A baby is the thing to make  
The home forever bright;  
It forces you to lie awake  
And burn the gas all night.

#### **THEY WILL RECOGNIZE MERIT.**

It has sometimes been said that Englishmen can never see anything good in American productions. They are intensely patriotic, perhaps too conservative, and may be slow to recognize the merit of foreign productions, but they generally appreciate a good thing in time. A case in point is the following comment on an American chain: "Of course we do not say that it does not stretch, as no chain has ever been made of which that could truthfully be said, but we are able to assert that the stretching is very slight indeed, and we have never been able to run any chain we have used for half as long without adjustment."

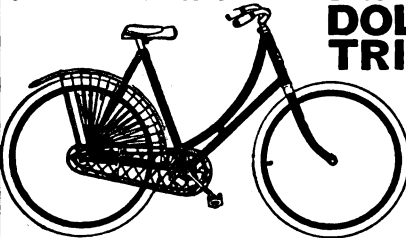
#### **MUSCLE versus THE "KNOW-HOW."**

A League member describes his experience at hill-climbing as follows: "I am rigged well forward over my work in good form, and yet a fellow beats me every day. The hill is short and steep, with folks on both sides watching you. He doesn't make a rush and get down and *climb* the hill at all, but sits up and rides like a chump with his weight on the saddle behind the post, and his hands resting on the bar, while he pedals gently past the spot where I am staggering half-way up. What's the trick? How much is muscle and how much is 'know-how'?"

Strange as it may seem, muscle is almost absolutely no indication of hill-climbing ability. The strong rider who is fast on the level often does not mount the hills much more easily or rapidly than his more easy-going neighbor, and they both struggle over the work, or dismount, while he who is "to the manner born" or possesses the "know-how" reaches the summit without undue exertion. In other words, there is a "knack" about hill-climbing that is natural to some people and enables them to acquire proficiency without trouble; but any rider may become good at the work if he is willing to practice patiently and assiduously in the right way.

It is of the first importance that good ankle action should be cultivated as a preliminary, according to the principles laid down in our article of April 22, if the best results are to be obtained. This will require time and patience and much practice; but it


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



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

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

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

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

WOULDN'T YOU LIKE TO  
**EXCHANGE IT**  
ON AN EQUITABLE BASIS  
FOR A NEW ONE?

If you "Feel That Way," write to  
**T. B. TERRY & CO.**  
820 Jefferson Street, TOLEDO, OHIO.

**\$50—1898 MODELS—\$50**



**Napoleon and Josephine Bicycles**

**QUALITY, BETTER THAN EVER.** Wholesale Prices...

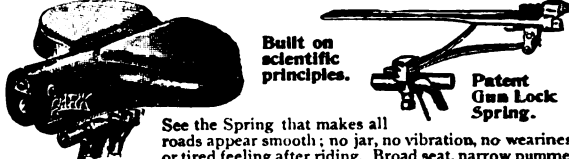
No agents—sold to rider only.

Triple-crowned frame, two-piece hanger, locking-adjustment hubs, seat-post and handle-bar expanders, 2 1/4-in. drop. Sent on approval.

WRITE FOR ILLUSTRATED CATALOG.

**JENKINS CYCLE CO.**  
18 Custom House Place, Chicago.

## THE PARK SPRING SADDLE



Built on scientific principles. Patent Gum Lock Spring.

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

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

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

will pay well, for, if acquired, the gain on the level in power saved and more perfect control of wheel is as important as the assistance given in hill-climbing.

It is not necessary, however, to defer practice in hill-climbing until one has developed good ankle motion; the two things can readily find a place in one's daily riding, the former more or less continuously, and the latter as occasion offers.

For hill-climbing, select a fairly-steep grade and practice on it a little each day, if convenient. Begin the ascent *very slowly*; as the work becomes harder, increase the power applied, but not the speed, and so continue as uniformly as possible until near the top. When near enough the crest to be absolutely certain of being able to maintain increased speed over the brow of the hill, put on the reserve power and finish at a strong pace. One attempt at a time is sufficient. Repeat the operation daily until it is easy to climb the hill slowly and finish with a sprint. When this is possible, make the final jump a little longer, but be very careful not to overdo it or make it so long that the sprint cannot be fully maintained over the top.

After this has been practiced for some time, increase the initial pace a little, but only a little, for a fast pace at the bottom quickly makes a fast pace at the top impossible. It is easier for the rider (and better time can be made) to take the first half of a hard grade easily, and then finish as fast as one's reserve strength permits, than in any other way. The winner of many an impromptu hill-climbing

contest has, at the half-way point, been far in the rear of his competitors, and then beaten them hands down. A rider must be your equal in skill, and far stronger, to climb the whole of a very long or very steep hill with much rapidity. Nine out of ten who start out at a fast clip will surely "come back" before the top is reached, and be unable to hold out against a uniform gait and a final jump.

The *only* ascent that should be rushed is one that is *short* and *very steep*. A hill of this sort may be climbed, if a good start is made at full speed, when it could not possibly be ridden at a slow gait.

Steady, straight riding should be practiced, and violent pulling at the handles avoided. A first-class hill-climber picks his way, but does not continually zigzag in his course. Nor does he tug and strain at his bars. A firm hold is required on very steep hills, but most of the arm and body work done is useless. An easy position, good form and skilful handling of the wheel render it unnecessary.

A saddle is far enough forward if the peak is barely up to a point over the crank-hanger, and it should not be too low. Many scorchers use a very short reach, but for road-riding and hill-climbing the leg is cramped if the heel can fall below the pedal when it is at its lowest point. Moderate gears are also best, and those over seventy to seventy-two put the rider at a disadvantage. There is also a great difference in bicycles, those which are most rigid, other things equal, even if somewhat heavier, being better hill-climbers than less rigid machines.



**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.*

## 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.

### The Cycler's Prayer.

Oh Mr. Weathermaker, pray give heed unto our prayer;  
You who can send us wind and rain or skies serene and fair;  
Frown if you must on Tuesdays, Thursdays, Fridays, Wednesdays, Mondays,  
But smile on Saturday afternoons and treat us right on Sundays.

## THE PHYSIOLOGY OF CYCLING.

### I. Exercise versus Work.

Exercise is the corner-stone of health. It differs essentially from work, in which the fundamental idea is that of labor—the concentration of effort upon activities which are essential to the provision of sustenance, and the procurement of luxuries. On the contrary, the idea of exercise is based upon activities undertaken for the benefit of the body or mind,—some form of exertion intended to promote health or furnish amusement.

Work is essentially toil, even though it be congenial. Exercise, on the other hand, is purely recreation. If, however, exercise be taken only from a sense of duty, and is repugnant or wearisome, it loses the distinguishing features of exercise and becomes work. Work never becomes exercise, for it cannot put on the quality of recreation; but exercise may lose its most essential quality by being wholly formal and perfunctory, and become nothing less than work. In the public mind only a hazy distinction exists between them; in reality, the difference is the broad one that separates amusement from toil.

**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.

Locals in Name  
Locals in Fact

The Shelby Cycle Mfg. Co.  
SHELBY, OHIO

"Work is not exercise," says Dr. Stables. "This may seem strange, but it is true. I tell my patient, 'I do not care how much you run about all day at your business, you must take the exercise I prescribe quite independently of your work.' There are, perhaps, no more hard-working men in the world than the Scotch plowmen—wearily plodding all day long behind their horses, in wet weather or dry; no sooner, however, has the sun 'gane west the loch,' and the day's work is done, than, after supper and a good wash, those hardy lads assemble in the glen, and not only for one, but often three good hours, keep up the health-giving games for which their nation is so justly celebrated.

"Any exercise, to be really beneficial, ought to be taken in moderation, and should extend over some considerable time. Spurts, and that amount of exercise that borders on fatigue, should mostly be avoided. Whenever the body becomes tired, exertion, instead of being any longer a tonic to the body, becomes a positive depressant, and results in evil, not only to the muscular but to the nervous system as well. A course of exercise, say cycling, should be begun and carried on by easy stages, for if one does one's exercise as he would do a penance, depend upon it, it is very far from beneficial. Never, therefore, try to do too much.

"Exercise is a tonic, and therefore benefit is not to be expected from a single dose. Its effects are gradual, and it must be taken with studied regularity, day after day, at the same time, and, if one is in

**"CHASE" TRADE MARK**  
**TOUGH-TREAD**  
**TIRE**

Light and Resilient.  
 Practically Puncture Proof.

ALSO **FOXHOUND TIRE**

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

**CHASE SPECIAL AND VULCAN**

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

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

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

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

Our catalogue for the asking.

High Pressure No. 2 Brazing Forge.

High Pressure No. 2 Hot Water Vulcanizer.

**CEMENTS AND BICYCLE SUPPLIES**

MANUFACTURED BY

**THE NATIONAL CEMENT & RUBBER MFG. CO.**  
 Dep't. B, Toledo, Ohio, U. S. A.

High Pressure Dust Proof Double Walled Enameling Oven.

**BUILT FOR WEAR**

The **YALE** Bicycle

Superbly equipped, at a popular price,

**\$50**

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

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

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

ordinary health, the state of the weather should not be permitted to balk him. During the summer and autumn months a cyclist should be like the busy bee and improve each shining hour—he will thus lay up for himself a store of health that will stand good until spring-time comes again."

Work, like food and sleep, is necessary for the preservation of life, but unless one possesses unusual vigor, he will soon suffer if he does not regularly partake of agreeable exercise, for work without exercise soon drags the daily round of life down to the level of mere existence, and there is no truer philosophy than that "all work and no play make Jack a dull boy," as well as an unhealthy one. Slow digestion, the forerunner of dyspepsia, and dyspepsia itself, are the curse of the age, and kill, "directly or indirectly, ten times more human beings than consumption." Sedentary life and lack of exercise are the causes, and cycling is the remedy. Why this is so, and how exercise accomplishes so much, will be touched on in another paper.

We are a nation of mechanics, and the President is a Cabinet-maker.

"Are you in favor of annexation?"

He asked of the girl at his side;

"Yes," said the sweet creature, so they called on the preacher,  
 And the treaty was ratified.

CYCLING makes time pass quickly, for the cyclist can make a century run.

#### What Dewey Did.

O Dewey was the morning  
 Upon the first of May,  
 And Dewey was the admiral  
 Down in Manila bay;  
 And Dewey were the regent's eyes,  
 Those orbs of royal blue;  
 And Dewey feel discouraged?  
 I Dew not think we Dew.

EUGENE F. WARE

#### WHEN REPAIR-KITS FAIL.

Single-tube tires; nine miles from home; plug blew out, leaving a hole as large as a lead pencil; covered hole with a large piece of patching-rubber, well coated with rubber cement; then wrapped double thickness of tire-tape; pumped up and rode home. A piece of chewing-gum beneath tire-tape is also effective, but it is the best way to go prepared for emergencies, by having your repair-kit always with you. There is no excuse for not carrying them, now that they are small and light. No. 9,757.

FREMONT, O.

If a few more of Spain's ships go down, her navy will be gone up.

THE people's interest in our warships has reached "from Maine to Oregon."

A FEW of the men who go to war will be concerned only in a general way but most of them will have private interests.



**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.

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



**THE 20th CENTURY CYCLOMETER**  
 IS A  
**GOOD ONE.**

**THE NORTHAMPTON**  
**"The Slickest Wheel That Whirls"**  
 Easy Running, Well Made and Handsome.  
 We challenge comparison. Write for terms.

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

**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.**

### A HANDSOME CROWD.

The picture presented herewith is from a photo-  
 graph taken by Mr. George Hentz, of Cincinnati,  
 O., and shows a group of the Cin. Gym. Cycle Club,



as they appeared at "Camp de Rube," in Septem-  
 ber of last year. On this occasion every participant  
 was obliged to make up to represent a "rube," and  
 carry his share of provisions for a good dinner.

The entire party, consisting of thirty-eight wheel-  
 men, left their club rooms, which are in the very  
 heart of the city, bedecked in costumes as shown in  
 picture, for a quiet spot about fifteen miles away.  
 Here they put up their camp-kettles and cooked  
 their own dinner, which was "fit for a king."

### Fired.

"For her I'd face the cannon's mouth!"  
 He told her aged sire,  
 And as he flew downstairs he knew  
 He'd faced a "rapid fire."

### ÆSOP OUTDONE.

There was a time when that hare-and-tortoise  
 story was thought by a good many people to be a  
 rather improbable yarn. It did seem unreasonable  
 to think the tortoise would win the race. But re-  
 cent happenings go to show that the story is an  
 altogether likely one. In fact it is rather tame when  
 compared with an incident which recently occurred  
 in England, where a cyclist was run down by a  
 funeral procession.

Ponder on it, oh ye scorchers, and hang your  
 heads in shame. To think that one of us, mount-  
 ed on a steed of steel, which someone has said is  
 "swifter than the wings of the wind," should have  
 ever permitted such ignominy to mar the escutcheon  
 of our tribe!

There are but two things that serve to mitigate  
 the sorrow occasioned by the occurrence. One is  
 that the injured cyclist was awarded damages to the  
 extent of one hundred dollars, and the other is that  
 he was not a wide-awake American cyclist, but one  
 of those slow, bloomin' Britishers, don't you know.

COURT-SHIPS, though not war vessels, are always  
 getting into engagements.

**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." We hold the original patents on Flexible Horn Saddles. Infringers will be prosecuted. **AVERY & JENNESS, 297 Wabash Ave., Chicago.**

**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.

**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.



Dust Proof. Water Proof.  
**THE VEEDER MFG. CO., Hartford, Conn.**

**Repair Your Own Tires!**  
 Better than plugs, better than any other method of patching a puncture is the method made easy to anyone by the  
**LITTLE GIANT VULCANIZER.**  
 Outfit contains sufficient for ten repairs. Price \$1.50  
 Full directions accompany each. Write for circular  
**HILL & LYSER.**  
 926 Walnut Street, Philadelphia, Pa.



**THE... Bragger Lamp**  
**IS GUARANTEED NOT TO JAR OUT.**  
 For sale by all dealers. Catalogue for the asking.  
**HITCHCOCK LAMP CO., Watertown, N. Y.**



### Theresa's Trial Trip.\*

It is purchased, and at length  
 Has come the longed-for day.  
 Her wheel of beauty and of strength,  
 Bedecked with ribbons gay.  
 For fair Theresa's mounting waits;  
 Yet timidly she hesitates;  
     For neighbors flock  
     With ceaseless flow  
 And merry talk,  
     To see the show.

They wait to see Theresa ride;  
 There she stands, —  
 Handles clutched in nervous hands,  
 One small foot on pedal resting;  
 While the cruel crowd is jesting,  
     Ready to see  
     A catastrophe.

Then the maiden,  
 Spurning with her foot the sand,  
 Waved her hand;  
 And at the sight  
 Spectators snickered with delight;  
 Well did all those people know  
 Soon would come a pleasing show.  
 "Now she'll test that pluck of hers;"  
     Aha! she stirs!

She mounts, — she moves, — she seems to feel  
 The thrill of life from crown to heel —  
 She swerves, — she falls! and in the mud  
 She sits with a resounding thud.  
 'Twas then Theresa seemed to feel  
     A wondrous thrill along her keel;

\*Adapted by FRANK WARE from Longfellow's "Launching of the Ship."

And lo! from that unfeeling crowd  
 There rose a shout, prolonged and loud,  
 That to the maiden seemed to say.  
 "Just try again some other day!"

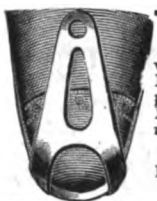
### PRACTICE NECESSARY ON TANDEMS.

A recent writer on tandem-riding says that "the riders will experience more fatigue at the end of a day's journey, but considerable more ground can be covered." This is correct if the riders are inexperienced on a tandem, or do not ride well together. In order to obtain satisfactory results, it is absolutely necessary for both riders to have experience in tandem-riding, and also much practice together. But, if a pair learn to swing well together in their work and balancing, they can cover more ground and finish in much fresher condition than if both were on singles. So few tandem pairs actually accomplish this that most riders do not realize that it is possible. It is not only possible, but affords the only thoroughly satisfactory way of riding tandem.

CYCLING is such healthful exercise that a cyclist hardly ever feels run down unless a road-hog drives over him.

In cycling it is all very well to run across a friend once in a while, but the two of you do not care to be thrown together very often.

SHOULD a lot of slow ships be called a fleet?



## The WINNER TOE-CLIP FOR 1898

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

CODMAN & SHURTLEFF,  
 Estab'd. 1838. 13 & 15 Tremont st., Boston, Mass.  
 Say:—"I saw it in the L. A. W. BULLETIN."

## INDIANA CHAIN CO. Indianapolis, Ind, U.S.A.



Makers of the well-known

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

## Indiana Chains in All Styles

We will mail a polished B. Blue Chain upon receipt of \$1.00.

## 1898 CHRISTY SADDLE \$2.50

M. & W. Lamps...\$1.50  
 Barrel Cyclometers...49  
 Foot Pumps...29  
 Brown Saddles...1.80  
 Foot Brake...39  
 Nickel Wrenches...15

20th Century...\$1.50  
 Searchlight Lamps...2.50  
 Bells...\$.09 and .15  
 Bicycle Watch...45  
 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.



## 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.



NEW PRICE WAS \$2.50. \$1.50

## Smith Two Roller Spring Seat Post.

DOCTOR NAMNIK writes:

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

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

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

## THE PERFECTED GLOVER PERFECTION

IS FAULTLESS.

Watch for the greatly improved varieties.

The Ideal Saddle for Women.



Invented by a Physician

PRICE \$3.50



Send for free descriptive circulars to

GLOVER CYCLE SADDLE CO., Jackson, Mich.

## A Difference in Shade

Oh should her papa chance to be a lordly millionaire,  
 Then "Titian-tinted tresses" is the color of her hair,  
 But should a common sort of man be mentioned as her sire.  
 Why then she's that red-headed she would set a comb on fire.

## INDIVIDUALITY AFFECTS GEAR.

League member No. 108,594 calls attention to the fact, which ought not to be forgotten, that power is not applied to a bicycle by a machine, but by a human being, and the human engine is a very variable quantity. Not only does it vary greatly in different individuals, but its power is not always the same in any one individual. It is therefore impossible to formulate a fixed rule for gear, or even the relation of crank-throw to gear, all suggestions on the subject being based on average acquirements and susceptible of modification by each one's individuality. "Adopt a gear which, in relation to the length of crank and your own physical capacity, will get you over the most ground with the least exertion."

## STREET REGULATIONS OF ROCHESTER.

The L. A. W. Association of Rochester, N. Y., framed, and have now secured the adoption of, rules of the road for that city. They prohibit the use of any cycle on sidewalks or footpaths within the city limits; a rate of speed greater than eight miles per hour, or around corners in excess of three miles. More than two may not ride abreast, and coasting, hands-off and towing are forbidden. All vehicles

are to keep to the right and allow others coming up behind to pass them on their left, and in turning corners all are to keep to the right of the point where the centres of the intersecting streets meet. The violation of these rules involves penalties of from two to twenty-five dollars.

Three petitions for road improvement under the new New York law were promptly received, but nothing can be done until the Legislature makes the proposed appropriation of \$50,000.



CYCLERS' SNAP SHOTS. — "A HALF DOZEN."

Photo by C. E. Andersen, Kane, Pa.

THE skins of animals were the earliest form of money, so we are told. No doubt a skunk-skin was considered a scent-piece.





**A LUGGAGE CARRIER** that fastens luggage tight to handle-bar or rear forks.  
 No. 4 Luggage Carrier, with metal 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. **THE CO., Box O, Unadilla, N. Y.**

If all bicycles were sold for what they are really worth, the Andrae would cost most. But it don't. Get a catalogue — it's free.

**JULIUS ANDRAE & SONS CO.,**  
 Milwaukee, Wis.

**Steel, Adjustable and Stationary Handle Bars**

**THE WOOD MANUFACTURING COMPANY,**  
 Toledo, Ohio.

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.

### A VALUABLE METAL.

"Romanium bronze," says St. Mirrien, in the *Scottish Cyclist*, "is gold-colored, weighs as heavy as steel, and, it is stated, has been tested to give twice the strength of ordinary bronze. It exceeds mild steel, and is equal to cast steel, in toughness and strength, size for size, and has the additional advantage of being absolutely non-corrosive. Chains, cranks, chain-wheels, screws, and nuts have been made of this beautiful metal, and when added to the machine, the body of which is built of the highly-polished Romanium silvery metal, the effect will be particularly pretty. It is Dr. Roman's ambition to build a machine that will stand submersion in salt water without injurious effects, proving absolute immunity from rust, which will be built together without employing the brazing process, which will require neither plating nor enamelling, and which will be lighter than any other machine on the market."

Italian cyclists are happy, for royalty itself recently timed a cycle race in Rome.

WHEN the person on the front seat of the tandem gets a tumble because of the carelessness of the other party, the accident may be charged up to "the power behind the thrown."

No one should think of building castles in Spain till after this war is ended.

### RICHARDS DETACHABLE SPROCKET RIM



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

Postal for particulars.

**THE McELWAIN-RICHARDS CO.,**  
 INDIANAPOLIS, IND.

### ...The Bike Jockey Strap Suspensory



**JIMMY MICHAEL:** — I have tried every kind of Jockey Straps, but never found one before that fulfils my wants in every respect like "The Bike."

Testimonials from Titus, Sanger, Kiser, Cooper, Gardner and many others.

Mailed upon receipt of price.....\$1.00 **Sharp & Smith, Chicago.**

**TIGER BICYCLES** **HONEST WHEELS PRICES** **TIGRESS**

**STODDARD MFG. CO.**  
 DAYTON, OHIO, U.S.A.

**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.**

**EDW. MILLER & CO., Meriden, Ct.** **NEW YORK STORE 28 W. BROADWAY.**  
**BOSTON STORE 63 PEARL STREET.**

### WILL VOTE ON BETTER ROADS.

As the constitution of Arkansas restricts the county to a five-mill tax, the Legislature has submitted an amendment to the people to be voted on in September. It provides for a tax, not to exceed three mills, to be levied in each county only when a majority of the votes of the county have been cast for the road tax. It is thus purely a local option measure to be settled by the people of each county for themselves.

A correspondent of a California paper, who calls the effort to secure better highways "a noble work," employs a column of the paper to describe his opposition to stone roads, the ground alleged being mainly that they are so hard on a horse "that his sensitive organism must be in a rack of misery" when he travels over them.

THIS war is Spanish.

City experts are mistrusted in rural districts because it is believed that their methods are too expensive. The true expert, however, is familiar with all conditions, and knows how to accommodate the ways to the means.

In a naval battle the sailors consider each other living targets.

An English judge has ruled that a bicycle is a necessity.

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

Two Pairs  
Corkaline Grips.



Price, \$1.50.

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

### Embossed Silver-Mounted Handles.

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



By mail, 25 cents per pair.

BONSILATE BOX CO., Hartford, Conn.



## MAKE MONEY

fast and easy by selling our wheels. 15,000 on hand; prompt shipment. '98 models \$18 to \$37.50; '97 and '96 models \$9 to \$18. 600 good shopworn and used wheels, \$3, \$5, \$8 and \$12 each. 100 '97 boys' and girls' wheels, M. & W. tires, \$9.75 each. Art Book on Bicycles Free. We will give a rider agent in each town FREE USE of sample wheel to introduce them. Write for special offer to agents. H. T. MEAD & PRENTISS, Chicago.



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.

## Accident Insurance

The Rubber  
Spool Spins.

won't keep you from smash-ups, but a

## FAULTLESS ROLLER BRAKE

will, and don't cost much, either.

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



WON'T HURT THE TIRE

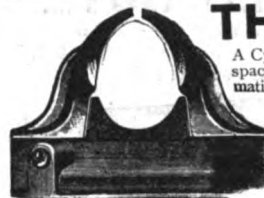
And they fit any make bicycle.

If your dealer hasn't them, we'll supply you.

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



**12 CENTS** by mail, a superior Graphite Lubricant. Collapsible tube. Screw cap. No soiling hands. J. A. SYMONDS, ... W. NEWTON, MASS.



## THIEF-PROOF.

A Cycle Stand taking only 5 x 3 inches wall space, can be placed anywhere. Locks automatically. Absolutely thief-proof. Low in price. Prepaid for \$1.50. Money back if you want it. Send for booklet, free, or write us.

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



## Don't Bind BICYCLE and GOLF GARTER.

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

C. E. CONOVER CO., N. Y., WHOLESALE AGENTS.  
BLAKESLEY NOVELTY CO., Manufacturers, Box 19, Bristol, Conn.

## FOR THE HONOR OF AMERICA.

Such is the title under which the preliminary arrangements which are being made towards securing the efficient representation of the United States at the World's Championships at Vienna appear, says the English *Cyclist*, and if our good friends of the American press carry matters through as they evidently intend they will show themselves to have truly and fairly grasped in the fullest possible degree the spirit of the whole idea running through the International Cyclists' Association and the World's Championships, and will have set an example to other nations which in the cause of sport we hope may be followed, and in time become the universally recognized method of procedure.

The League of American Wheelmen not being in possession of sufficient funds to undertake the heavy expense of sending a representative team across has accepted the offer of the united cycling pressmen of the country to organize America for that purpose, and has advanced the sum of \$250 for the initiatory expenses in opening the campaign. Broadly speaking, the pressmen of America, having no conflicting interests and no press jealousies, so far as this matter is concerned, are uniting with the one common object of securing the fullest and most efficient representation of America in the world's contests which it is possible to obtain and with that end in view the pressmen who contribute cycling notes to the American papers unite in the first place

in "hitting up" the idea, and cultivating a wish throughout America that she should be properly represented. The opening paragraph of the appeal is characteristic, and may be quoted here. It runs as follows: "America is the greatest cycling country in the world. Her manufacturing export to all nations, and her own people are the most progressive in all matters pertaining to cycling. She has the greatest riders in the world, and it is not their fault that the world's honors are now held in other countries. American racing men are willing to enter the lists against the world's champions, and it is to make this possible that the cycling newspaper men are now at work." The cycling writers, in addition to this, what we might term missionary enterprise, propose to form the writers of each great American city and cycling centre into a local organization. Then in every town of sufficient size a race meeting will be held on the same day as nearly as possible throughout the country. These will be called trial meets, the winner in them to ride in semi-final meets, which will be held two or three weeks later, and in turn the winners of these will compete in the finals, which will be held about the latter part of June in order to permit the final winners who will constitute the team, to reach Vienna in time to become acclimatized. The funds that will be derived from these meets will, it is believed, be more than ample to send at least the two best men abroad, and more if the receipts will permit. It is suggested as a detail

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

### ELECTRIC BICYCLE LAMP.

The light that NEVER fails.  GUARANTEED IN EVERY WAY. DRY BATTERY. Send for illustrated catalogue. Also lamps for gas-works, breweries and carriages. Price \$5.00, prepaid. **ACME CO., 10 S. 5th St., PHILADELPHIA, PA.**

### ANY OLD NUT...

held without slipping.—Nuts that have all corners worn off,—by **HALL'S BICYCLE WRENCH.** Price reduced. Send for circular. Liberal discount to trade.

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

### 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. **Haven, Conn.**  
**The COLOPHITE CO., 106 Park St., NEW**

....DON'T  
 LOOK  
 "SKINNY."

**ENLARGE YOUR CALVES**  
 ONE HALF TO ONE INCH A MONTH.  
 Guaranteed to produce this result if taken as directed. Send 20 cents for formula.  
**T. A. COLTER, Box 2,799, Boston.**

that the winners of the trial heats be awarded blue ribbons suitably inscribed, and that the winners of the semi-finals be presented with gold medals. "These," say the promoters of the scheme, "will be trophies of the highest honor, as the men competing in this contest will take part in the greatest event in sports that has ever taken place in this country, and it is not an exaggeration when it is realized that scores of States will be participating in it, and that it will be a National contest in every sense." Needless to say our newspaper friends are enthusiastic on the subject, and think it more than probable that a very large team will go to Vienna to represent not only the United States, but the vigor and progressiveness of her wheelmen.

The scheme is in reality a nationalization of the scheme of the International Cyclists' Association itself, and if our friends stick to their guns (as we have every reason to believe they will) it must, as with the I. C. A. itself, eventuate in success. Let us hope that this will be so, and that America will fully take her place in the annual contests. Let us hope also that when it comes to the turn of the I. C. A. to visit the American continent with its meeting (as it very probably will do next year), European countries will follow the example set them by America, and organize in a similar way.

ROBINSON CRUSOE must have been a very true Catholic, for although at times all the meat he had was on Friday, yet he would not eat it.

### 30 DAYS ON APPROVAL.



### The New Mesinger Special

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

Price \$3.00.

**MESINGER BICYCLE SADDLE CO., New York.**

**BICYCLE SADDLE EXCHANGE,**

ALL MAKES SOLD ON TRIAL.

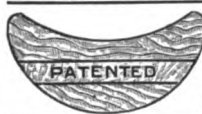
**This Dandy, \$1.00** to any address. Exchangeable for any saddle made if unsatisfactory. **26 WEST BROADWAY, NEW YORK.**



### MAKES ITS ROAD.

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

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



**Fairbanks-Boston Laminated** are the highest grade **WOOD RIMS** for bicycles. Be sure you have them on your 1893 high grade bicycle. Send us your address and receive a sample section for examination. **FAIRBANKS-BOSTON RIM CO., BEDFORD, MASS., & BRADFORD, PA.**

### HAVE YOU FAITH...

in what your doctor says? Ask him if you should ride the **CHRISTY SADDLE. PRICE, \$5.00.**

NEW YORK

**A. G. SPALDING & BROS.**

CHICAGO

### L. A. W. BICYCLE HOLDER AND HANGER, for Railroad, Club, and House.

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

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

### A Cold Farewell.

"How can I bare to leave thee!  
 To get more cold would grieve me,  
 And, if I raise my hat, the dread-  
 Ful draught will strike on my bald head  
 How can I bare to leave thee?"

### TRUING-UP WHEELS.

One of the most delicate jobs in connection with a cycle is that of truing the wheels. It is generally better, and cheaper in the end, to take wheels that require attention to a good repairman, but some riders prefer to undertake the work themselves, and have asked for suggestions on the subject.

Wheels may be trued up without removing them from the frame, the fork-side and crown serving as guides by which to test the "truth" of the front wheel, and the rear forks and brace will serve the same purpose with the rear one. The machine should be turned over, so as to rest on saddle and handle-bar, and a position taken in front of the wheel to be trued.

On revolving the wheel and watching it carefully, irregularities can be detected by the eye; but, in order to locate them exactly, it is necessary to hold a finger at the side of the fork, and move it gradually toward the revolving rim until any uneven portions are felt; or, the same thing can be done with a piece of chalk, and the bulging portions will then receive marks. The parts needing attention are thus accurately located.

**RIBBON BADGES** ROYAL PURPLE  
with L. A. W. Emblem in Gold, 15 cents each; initials, of  
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.**

PLEASE YOUR SPKES YOURSELF EASILY APPLIED  
CAN'T LAST LASTING ASK YOUR  
DEALERS OR 50 CTS PREPAYS ALL  
CHARGES  
**7-U** Address orders or  
communications,  
Main Office, 21 Quincy,  
CHICAGO, ILLS.  
Liberal discounts to  
the trade.  
**7-U** **KNOX SPECIALTY CO., Galesburg, Ill.**


**Bicycle Bargains in Hagerstown**  
'88 Model, 3 Crown, for \$40.  
'88 " Flush Joints, for \$35.  
'88 " Outside Joint, for \$25.  
'87 " and Good ones, at \$20.  
Big Values to L. A. W. Riders for Cash.  
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., 160 Fifth Ave., New York City.**

 **STERLING BELLS** ARE  
THE BEST...  
All Styles and Sizes.  
**N. N. HILL BRASS CO. - East Hampton, Conn.**

**MICAOL** Our latest. A collaiddible Tube Lubricant composed  
of Foilatted Mica. Perfect for ball-bearings, gears  
and chains. One application to bearings or gears is  
guaranteed to last one entire season. Saves  
bother, saves clothing, saves bearings. By mail, 25c., including free  
sample of Allerton Mica Chain Lubricant. **100 WILLIAM ST., N. Y.**

**"ARCTIC"** Leading manufacturers use  
and endorse  
FOR THE **CHAIN** Sticks of "Arctic".....5 cts.  
Tubes of "Never-Hot" 15 & 25cts.  
Of your dealer or sent by mail by  
**ARCTIC LUBRICANT CO., 129 Furman St., Brooklyn, N. Y.**

 **THE SECURITY COASTER**  
Will fit any shape or size of fork crown. Instantly de-  
tachable. Will not mar or scratch enamel. Only coaster  
that **CANNOT SLIP DOWN.** Postpaid, 50 cts. each.  
**DIVINE BROS., Utica, N. Y.**

**THE "SEARCH LIGHT"** It's Such a Good Lamp  
it becomes your best friend.  
It cannot blow nor jar out.  
For sale by all dealers. Send for Booklet 338.  
**BRIDGEPORT BRASS CO. - Bridgeport, Conn.**

**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.**

**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.**

**TO RIDE WITH CLEAN HANDS AND FACE,**  
Send ONE DOLLAR for two pint bottles by express, prepaid, to the  
**CYCLERS' FACE & DANDRUFF WASH CO.,**  
**3731 Market Street, Philadelphia, Pa.**

In case the wheel to be trued is out of the bicycle  
frame, some method of determining its "truth" is  
needed, and for this purpose a frame can  
be made of three pieces of wood, as shown  
in the cut. The long arms require thin  
pieces of metal to be attached to their inner  
sides, at the bottom, and extending beyond  
the wood. These metal plates must have  
slots cut in them to fit over the ends of the  
axle, where they will be held in place by  
the axle-nuts. The sides and top of this  
frame will then serve as a guide in deter-  
mining irregularities, in the same way as  
the parts of the bicycle-frame. This frame,  
with the wheel in it, may then be secured

in a vise, or suspended from above, so as to keep  
the frame in position, leaving the wheel free to re-  
volve in it.

Begin work by gradually tightening the spokes on  
the side of the rim opposite the chalk-mark, so as to  
draw it over. Turn each nipple but *very little* at a  
time, and go along from one to another, repeating  
the operation, in order to draw up the spokes evenly  
and to a uniform tension. It may be necessary to  
loosen the nipples slightly and uniformly on the  
side of the chalk-mark, until the rim is freed from  
its irregularities. In case the nipples resist turning,  
hold the spoke near the nipple with a pair of pliers,  
so that it will not twist, and then turn the nipple  
with the nipple-wrench.

Work gradually around the rim, not attempting  
to perfect one part instantly, but tightening and  
loosening on opposite sides, as may be required.  
Be particular to frequently revolve the wheel, watch  
it constantly and test it repeatedly. Much patience

is needed, and considerable time will be required at  
first. The work must advance by very easy and  
gradual stages, tightening here and loosening there,  
until all the spokes are at a practically uniform  
tension and the rim revolves truly.

This being done, examine the wheel to see if it is  
perfectly circular. Move the chalk down from above  
toward the tire, as it revolves, until it touches any  
high points on it. If high points appear, the ques-  
tion arises whether they are caused by irregularities  
in the tire or lack of perfect circularity of the rim.

In order to ensure a perfectly circular rim, the  
tire may be removed and the rim itself tested. If  
any high spots are found, the spokes beneath them  
must be tightened, and others correspondingly loos-  
ened at the lower places, until the rim becomes a  
perfect circle. When this is secured, examine the  
sides of the rim again to see if they have been  
affected by this operation. If they have, they must  
be trued-up as before.

It not infrequently happens that tires are not  
perfectly uniform, and when such is the case a per-  
fect circle will not be secured when they are placed  
on the rim, even though the rim be perfectly round.  
A perfect circle is exceedingly desirable; so, if a  
tire be true, or very nearly so, a true-running wheel,  
as to circularity, may be secured by making the  
wheel circular after the tire has been put on, and a  
tire that shows any material irregularity should be  
rejected as defective. It is also necessary to make  
certain that the hub is centred in the rim both ver-  
tically and horizontally, and measurements should  
be carefully made in order to properly locate it,  
when any divergence can be remedied by tightening  
and loosening the proper spokes.



**The Bar that is PERFECTION**

PROTECTED AGAINST INFRINGEMENT. THE CLAU'S ADJUSTABLE BAR.

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 CLAU'S HANDLE BAR MFG. CO. MILWAUKEE, WIS.**

**SPECIAL OFFER** to introduce a Saddle correctly padded, the base of best oak-tanned leather, that conforms to the rider's shape. Weight 18 oz. Price, \$2.50.

We will send it on trial, to introduce it, for **\$2.00**. Money refunded if not satisfactory.



**RUSCH BICYCLE SADDLE CO.,** 91 Thompson Street, New York City.



**BICYCLE PINS**, manufactured from 14k Gold filled wire, warranted. We are prepared to supply clubs or associations with wire Names, Initials or Badges in new and original designs. Inform us what you want. Sample pin 75c. Club rates furnished on application.

...ADDRESS...

**RECORD JEWELRY CO.,** Box 803, Readfield, Me.

This work must be undertaken cautiously. It requires experience to know just which spokes must be altered in order to secure a desired result, and too much care cannot be used in efforts to acquire the necessary knowledge and facility.

Some practical suggestions from Harry Newman have been followed in a part of these directions.

### THE ROADS ON THE FARM.

In the consideration of better highways it is well to remember that it is not these alone that assist in promoting the welfare of the farmer. It is a good thing, and a very important thing, for him to have a hard, permanent road to town and to the railroad station; but, in working to secure this, the farmer comes to realize how bad are the roads (tracks or paths would be a better name) about the farm, over which he is continually hauling loads.

In his daily work there is manure to be hauled to the fields, and hay and other crops to be brought back, over roads that receive the name by courtesy only, and which often are much worse than the highways. Paths with deep ruts, lined with stones, are common on farms. On them, wagons are strained, axles sprung, and teams abused and made balky by the execrable conditions of work. Men are generally more careless about the condition of the roads on the farms than about the public roads; but they suffer from them more constantly, and in the end to as great an extent as from the bad condition of the market roads.



**YALE CAMERA** No. 2

TAKING **3 1/2 x 3 1/2 in.** PICTURES

With complete Printing, Toning and Developing Outfit

**"THE WHOLE THING" FOR \$2.00**

CAMERA IS PERFECT AND HAS A TRUE FINDER ALSO TIME AND INSTANTANEOUS SHUTTER

With our outfit, consisting of six 3 1/4 x 3 3/4 inch dry plates, two trays, toning and developing solutions and printing frame, any one can get satisfactory results. We guarantee everything. Sample picture sent on receipt of 4 cents in stamps.

**WE PREPAY ALL CHARGES.**

**Yale Camera Co.,** Randolph St. and Wabash Ave., Chicago

If good highways are profitable to the farmer, good farm roads are equally so. To make them permanent, the small stones gathered from the farm can be used, after the top soil has been taken off for use in one of the many ways in which it can be advantageously employed on a farm. The road must then be arranged so that water will drain off easily, as nothing is so injurious to a road as moisture. A few inches of gravel spread over the stones will ensure a good, serviceable roadway.

It is a most short-sighted policy to continue to strain the team and wrench the wagons season by season on roads that constantly become worse.

### THE LEAGUE'S PATRIOTISM.

It is suggested that it would be a very nice and proper thing, at this time, for the L. A. W. to make an announcement something like the following:

Any member of the L. A. W., whose membership expires during the time he may be engaged in active service in the war between the United States and Spain, will be retained in good standing for renewal, pending his safe return home, at which time he may renew by payment of the regular fee, one dollar.

It is reported that local clubs in Philadelphia and other Pennsylvania towns are passing resolutions similar to the above, as to dues being remitted, and it has been proposed that the L. A. W. might do the same thing. The step would certainly be a happy expression of patriotism on behalf of the League, as an organization, and is worthy of consideration.



# \$10<sup>00</sup> FOR OPINIONS

SEE PROPOSITION BELOW.

WINNERS FOR APRIL 22, 1898.

First.—WALTER W. POTTS, Cadiz, Ohio.

Second.—WM. C. LESTER, New York, N. Y.

Third.—SAM. L. SAMTER, San Francisco, Cal.

A well-dressed young man;  
A country village;  
Three grocery stores;  
The usual number and kind of citizens.

The w.-d. young man was seen to whisper mysteriously to various children on the street.

Children went to each grocery and asked for a cake of ———'s soap — in each case displaying a dime, which they said they understood to be the price.

N.B.—The w.-d. young man furnished the dimes.

In another day or two several ladies inquired for the same brand of soap;

They were induced to do so by "fake" letters sent them by supposed friends, and telling marvelous tales of this hitherto unheard-of soap.

Of course these ladies expressed their disappointment to each of the three grocers.

Four days later the well-dressed young man's well-dressed partner came to town with a handsome pair of horses and a wagon which was well calculated to dazzle and deceive.

He represented ———'s soap, and called on the grocers for their orders, —

And got them.

The grocers still have the soap, which was utterly without merit.

Dishonest?

Certainly!

But it illustrates an interesting fact:

The soap might have been the best in the world, but the dealer would hardly buy it, to sell again, unless he saw a demand.

The advertiser who stays out of the L. A. W. BULLETIN because he "wants to reach only the dealers" might as well ignore the power and influence of the locomotive because he only wants to ride in the cars.

## Interesting to Young Men.

How do you know that you are occupying the position in life for which you are best fitted?

One of the winners of a prize in our "Ad. critic scheme" has obtained, solely through the letter he wrote us, a much better position than the one he formerly occupied, and one in which he will have larger opportunities for development.

Hardly any branch of human endeavor affords more opportunity for improvement than this same art called advertising.

Lots of men know how to make the goods.

Lots of men can talk them personally to customers and make sales.

But when it comes to reaching out for the *unknown* customer and influencing *him* in favor of the goods through the medium of advertising, the average man is, according to his own admission, comparatively helpless.

Young men can study no subject to better advantage.

## WHAT TO DO.

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

Write a letter addressed as shown:

Ad. Critic.  
May 13.

L. A. W. BULLETIN,  
BOSTON, MASS.

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

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

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

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

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

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

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

To the writers of the best three letters we will send (on May 27) checks for \$5.00, \$3.00 and \$2.00, as above.

**A New Name.**

"You were alone," I asked, "Did he  
Embrace his opportunity?"  
The maiden blushed a rosy red,  
"Why do you call me that?" she said.

**THE YOUNGER CYCLISTS.**

It is a great misfortune for many children that their father and mother are their parents. It really seems as if a child should have some choice in the matter of choosing its parents, just as it does in choosing a guardian, should its natural protectors be removed at an untimely period of its life.

Children have no faults that should really be considered as inherently their own. They simply possess the vices and virtues bequeathed them by their parents. Not until a child is old enough to have outgrown, or modified in a measure, its hereditary traits and the early influences of home-training, do we feel like holding it to a strict account for its misbehavior, or to give it fullest credit for the possession of virtues which are plainly the result of favorable parentage and fortunate bringing-up.

The number of young boys and girls riding the bicycle is rapidly increasing, year by year. Manufacturers are giving more attention to the building of bicycles for little people, and this, with the great reduction in prices for wheels of this class, has resulted in making it quite the popular thing for the younger members of the household to be as well mounted as are the heads of families.

Now it goes without saying that a bicycle should be ridden with prudence. By the same token, a horse should be driven with prudence. A bicycle can be made a thing of danger to the rider of it and to others. But few parents would think of letting a child drive a horse that might run away and injure it, or which, in a crowded thoroughfare, if improperly managed, might occasion all sorts of distresses. But it is obvious to all who do much riding about the streets of cities that there are parents who permit very young persons to go cycling, and who must know that the welfare and

preservation of their offsprings depends on the care and forbearance of the watchful public and upon the special dispensation of Providence that looks after those unable to look after themselves.

Now a bicycle is not, of itself, either wicked or foolish. It simply partakes of the mental attributes of its rider. The awful, terrible, man-maiming bicycle of the "scorcher" would be one of the gentlest and comeliest of its kind if some well-disposed cyclist would give its handle-bars an upward turn and ride it with grace and propriety.

Young boys and girls who ride bicycles are not at all likely to be wicked nor foolish. But they do lack experience and judgment. A baby is a helpless thing. That's why parents were invented to look after it as it grows up and tell it that fire will burn and an unsupported body will fall, and other simple truths.

There are many things that a boy or girl should be taught before they are turned loose on a bicycle. The management of the wheel itself, and its rights in relation to others, are among the essential things.

"The gods visit the sins of the fathers upon the children," says Euripides. This is no doubt true, and it is likewise wrong. The gods should visit the cycling sins of the children upon the fathers. The foolish child you meet in the street is, very likely, but the helpless exponent of some worse than foolish parents at home.

A surveyor's bicycle which is provided with an attachment to record the exact topographical character of a road is one of the latest ideas. It might just as well be called a surveying bicycle, for the surveyor has but to ride the machine, and the character of the road is plainly registered on a slip of paper.

THE Spanish in Cuba need help but they do not appear to relish the block-ade we've been giving them.

THE six-hundred-pound lady in the museum draws a pretty fat salary.



SPRING HOUSE, MERIAN, PA.

Photo. by E. H. Marot, Philadelphia, Pa.



NORUMBEGA TOWER, WALTHAM, MASS.

Photo. by Wm. S. Miller, Somerville, Mass.



"IN GLEN ONOKO."

Photo. by E. H. Marot, Philadelphia, Pa.

## THE BITER BIT.

JOE LINCOLN.



**E**LNATHAN BATKINS was a man as shrewd as ever grewed, He allers said he was himself, and I suppose he knowed. He said his eye was allers peeled and wa'n't by no means dim, And fellers got up airly when they got ahead er him; He guessed he'd got his eye-teeth cut, — he knowed a thing er two, — And, as ter shrewdness in a trade, I reckon that was true;

But, in his bizness dealin's, when Elnathan drewed the line 'Tween shrewdness and rascality, he drawed it mighty fine.

A lot er fellers houses here was mortgaged up ter Nate, And when the mortgages come due if they was one hour late Why, he foreclosed and grabbed the place, and consequently he

Was worth a good sight more 'n what I think he'd ought ter be.

He'd leave a widder homeless, but 't want no consarn er his. "I'm sorry fer yer, Missis, but yer know that 'biz is biz'; And out she'd go, and Nate would grin ter think how much he'd made, And tell the fellers at the store about his "rattlin' trade."

Well, durn him! he got ketched at last; two fellers come ter town,

Real "bunco men" yer read about, and they done Nathan brown;

One made out he'd been minin' and had two big bricks er gold —

Er course you've read the papers and yer know the trick is old —

But Nate, he "never took no stock in blame newspaper gas," And so he give "five thousand" up fer them two hunks er brass.

And, fer a month, when he'd go out, the fellers that he saw Would say, "Well, Batkins, how's yer gold?" and then jest "Haw! Haw! Haw!"

Up at the store, the other night, we talked about the trick, And how 't was one so cute as Nate got gobbled up so slick, But old Eb. Small, he sez, "Why, boys, it's jest as plain as day,

Nate Batkins never dealt afore with folks that worked his way.

Nate thought he had a sucker and he'd play him mighty fine, But he found out the sucker was on t'other end the line.

An honest man don't stand no show with folks of Nathan's kin,

It "takes a thief ter ketch a thief," that's how he got took in.

## WARNING TO CYCLE THIEVES.

He will be a bold, brave man who will try to steal a bicycle in the streets of Paris, after the summary treatment meted out to one who tried that trick there the other day. The individual in question appropriated a machine which was leaning, alone and unprotected, on the curb-stone, and rode off on it. However, some of the passers-by, guessing that he was not the rightful owner of the machine, raised the alarm, and soon he was being hotly pursued by a crowd of small boys and others, shouting "Stop thief." A scavenger kindly performed this office for him by thrusting a broom in front of the machine, and then the crowd got hold of him and vented their feelings on him in various vigorous and

effective ways, after which the wrathful owner of the machine gave him a good thrashing on his own account. As a finishing touch to the whole, the poor thief, with injured skull, cut face, and clothes all tattered and torn, was taken in hand by the police, and removed to the police-station. — *Scottish Cyclist*.

## TOO GREAT ALACRITY.

Cycle tourists abroad are often exceedingly annoyed by officious customs officials, so one who had suffered frequently determined to have his revenge, according to the *English Cyclist*, and this is how he did it. The last time he crossed he had brought a ferret with him, and just before landing, he transferred the creature to a black bag which he carried, with extreme care and an apparent desire not to attract attention. This immediately fetched one of the *douaniers*, who swooped down on it with joyful alacrity. The tourist pretended not to understand the Frenchman's requests until he had succeeded in working him up to a fever heat of excitement, after which the tourist calmly and reluctantly opened his bag. The official plunged in his hand and — well, words cannot do justice to the result.

No more macadam or telford is to be laid in St. Louis, according to the Board of Public Improvements. They propose to have "modern paved streets," and in July will vote on amendments to the charter having that in view.



CYCLERS' SNAP SHOTS. — A PERFECT ROAD IN AUSTRIA.

Photo by F. S. Hesselstine, Boston, Mass.

## "ONE OF THE FINER THINGS MEN DO."

In reading No. 109,707's article I am reminded of my trip to Lake George, in June, '96. All who have ever ridden over the plank-road from Glens Falls to Caldwell or Lake George will most likely remember the punctures they got. I had many. It being Sunday, it was almost impossible to find a repair-shop open, so I "patched, taped, and blew up" until, on my return, I reached Sandy Hill, where I met a resident of the place, who saw my trouble. He told me he had to walk ten miles the week before, and his wheel or parts being broken or sent away, urged me to take my inner tube out and use his, remarking, "Return it when you reach home." That I was thankful to him goes without saying.

No. 27,873.

**Not So Conspicuous.**

The bloom that 's on the daisy  
In the meadows, does n't strike  
The eye, as does the bloomers  
Of the "daisy" on the "bike."

**A WORD TO BEGINNERS.**

"Once upon a time," so "they say," an Irishman was boasting about the great distance his horse could travel in a given period, and as a convincing proof of the animal's speed declared, "Bedad, I kin dhrove him so farr in wan day ye could n't get him back in a wake."

A good many beginners ride the bicycle on about the same plan. They ride it so far one day that they are hardly able to ride it again for a week. And, mind you, the evil effects of their over-exertion may not end with a week or a month or a year. It may go with them till the end of life. As a matter of course, such cases are very rare, but there should be, there need be, *none* such.

Bishop Hall has said, "Moderation is the silken string running through the pearl chain of all virtues," and Euripides declares, "Moderation, the noblest gift of Heaven." Certain it is that in nothing else does moderation count for so much as in bicycling. A lack of it is the source of nearly every distress that has ever been charged against the bicycle.

Strangely enough, the veteran cyclist is to be held responsible for some of the sins of cycling. He has ridden so much and so long that it has almost become second nature to him to go gliding along up hill and down dale, his hardened muscles never once reminding him of the fact that he is setting a pretty hot pace for others who are trying to keep up with him.

Cases have been reported where the lord of the household who, as a matter of course, presented himself with the first wheel brought to the home, and who subsequently procured other cycles for wife or son or daughter, has permitted, yes, urged, the newer beginners to attempt to maintain the pace of a veteran. Such a man is about the best-known

example of an all-round fool it would be possible to discover.

Women, children, cycling beginners of all classes and ages, should counsel moderation. Let the scorcher scorch. Let the old-timer ride away and beyond you. Let him climb hills as steep as a church roof and coast down the other side. But don't you do it. You take it easy. If cycling is to be a perpetual test of speed and strength and endurance, leave it to the Samsons and the Sandows. If it is to be a pleasant, healthful exercise, avoid straining, bruising and sweating as much as you can. Always bear in mind that you do not have to act in a half-witted manner because others do. And, likewise, remember that the veteran rider who invites a cycling novice to attempt a century run on a hot day is but little better than a brute in feeling and a clam in intellect.

Try to ride pleasantly and properly, and from the good times of to-day retain only the pleasantest of memories for to-morrow.

CAN an artistic handbill be called an artful dodger?

THE cycling novice is likely to think the difficulty of mounting is insurmountable.

IN buying a wheel don't become too much enamored of its enamel.

WHILE the folks on shore are praying for the success of our ships at sea, the latter are preying on anything that bears a Spanish flag.

A LIFE of ease is a life without rest.

THE proper use of soap and water is of itself a pretty good gospel.

"WOMAN!" he cried, "this is too thin; I'll take no more of your sauce." And the young bride wept, for it was her first attempt at stewed cranberries.



FORWARD TURRET OF "MASSACHUSETTS."



BATTLE-SHIP "MASSACHUSETTS."—IN BOSTON HARBOR, OCT. 19, '97.

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

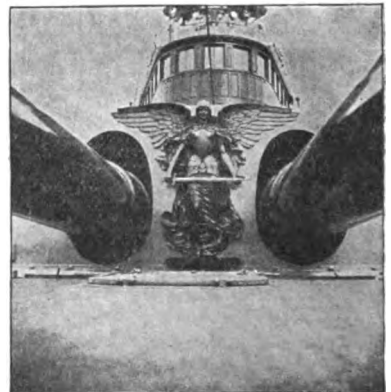


FIGURE OF "VICTORY," PRESENTED BY STATE OF MASSACHUSETTS TO THE BATTLESHIP.

## KIPLIMANIA.

NIXON WATERMAN.

**I** YEARN to write as a Kipling writes,  
 In a swaggering, slam-bang way,  
 And to have folks swear it is simply great,  
 It counts not what I say.  
 Polygamous poems are just the stuff,  
 And bar-room songs divine;  
 And to call a woman "a rag and a bone  
 And a hank of hair" is fine.

Poor Shelley! he loved the skylark's song,  
 And Tennyson loved the brook,  
 While Wordsworth wrote of the daffodils  
 That grew in a charming nook;  
 And Longfellow, Whittier, Burns and Moore,  
 With Byron, and all the rest,—  
 They sang us the songs of love and home,  
 And the babe at the mother's breast.

But all such poets are "Tommy rot,"  
 And hopelessly out of date,  
 For things that are bloody or bad or bold  
 Catch on with the crowd of late.  
 The bar-room "sport" is a better theme,  
 As he orders ale for the crowd,  
 And tells a story that womenfolk  
 Don't dare to read aloud.

Oh, "*strength*" is the thing the people crave,  
 And there's nothing else can please,—  
 A strength about the size and style  
 Of a hale Limberger cheese.  
 So swap your lines on love and home,  
 The brook and the skylark's song,  
 For "a rag and a bone and a hank of hair"  
 Which the critics say is "*strong*."

## SUNDRY NOTES.

The reasonable use of a cycle is provocative of all that is good, while the reverse, particularly with regard to women, may and does bring all sorts of evils in its train, doing the rider's health permanent injury. What can be thought of a strong stalwart man who allows a young girl to ride 68¾ miles straight off, the young lady propelling a heavy ramshackle of a bicycle, and not having ridden for some months previously. To our mind it shows a pitiable want of thought and consideration, and so far from boasting about it the man concerned should be ashamed, and probably will some day be both ashamed and sorry that he ever allowed it.

Should doctors cycle? The average professional man suits his own taste and adapts himself to his own circumstances, and the great bulk of medical men are finding that the cycle is indispensable. If fleetness is of importance anywhere it is to the medical gentleman, and the cycle is thus proved an element of no mean importance. Could any revolution be more complete when we have a judge of assize going circuit awheel, august ecclesiastics "biking" about with spiritual consolations, and the most conservative of all the professions, that of medicine, making the cycle their helpmeet! In several towns—some in the North and others in the Midlands, especially at Coventry—many of the leading physicians do not use their carriages in decent weather, but rely entirely on the cycle for locomotion.

The automatic cycle racks are getting numerous, but cyclists are not taking kindly to them. At one or two villages we visited at Easter several cyclists asked for stabling accommodation where these racks were already erected, the tourists preferring the covered barn to the somewhat exposed cycle rack, erected as it often is, close to the eddy of vehicular traffic. If the racks were placed in ordinary stables doubtless they would be more widely used.

According to a patent which has lately been granted to a Manchester inventor, puncture, leakage or porousness in the air-tube is located by applying powdered or liquid coloring matter, such as scarlet aniline dye, to the inner surface either during manufacture or after vulcanization. If the coloring matter be a powder, wetting the outer surface will, it is claimed, indicate the position of any puncture.

A lady contributor to one of the "home" journals refers eulogistically to "bicycle polo" as played at Sheen House. She says it has a distinct advantage over pony polo because it is cheaper, but she advises players to borrow machines and not hold themselves responsible for damage. The moral is, don't lend a machine to a bicycle poloist. — *English Cyclist*.



CYCLERS' SNAP SHOTS. — MINNEHAHA FALLS, MINNEAPOLIS, MINN.

Photo by J. M. Leppen, St. Paul.

RICHES distress people as severely as does poverty.

BLOOD is thicker than water, but there is n't near so much of it.

JUST at present the people of this country seem largely given over to warship worship.

The latest improved English electric carriage is said to weigh over a ton, the battery being one-half of the total, and one charge will propel it nearly fifty miles.

A new racing-track at Helensee, near Berlin, is to be lighted with acetylene.

"Shooting the shoots" promises to be more popular than ever this warlike summer.

It takes a bright person to keep a secret dark.





### METHOD OF UTILIZING CONVICTS.

It is generally recognized that the welfare of convicts (mental, moral and physical) depends largely upon suitable employment being provided for them, and that it is cruel to keep them in idleness. It is also obvious that it is unjust for the community to be obliged to support an army of law-breakers; but in what manner convicts can be employed without bringing their labor into competition with free labor, has not yet become clear.

It is important that something be done, and many good roads advocates believe that convicts should be employed in some way in helping to construct public roads. General Stone and others, prominent in the cause, have, after much examination and consideration, concluded that the most feasible thing to do is to use them while in confinement to prepare road metal. In this way, the stone can be made ready at very small cost, without competing with free labor, as it would be work that would otherwise not be done at all, and then a large amount of otherwise unemployed free labor would be called into active use for road construction. In the series of practical articles by D. F. Magee, appearing in the *Lancaster Examiner*, he treats of these points, and makes the following suggestions of a simple method of utilizing convict labor for this purpose. He says:

"Let the Prison Board lease or buy an acre of ground, in which there is a breast of stone easily quarried, and of first-class quality for road-making, somewhere convenient to the city to start with. Let them provide a close fence, say twelve or fifteen feet high, of corrugated iron, made in panels, so that it can be firmly bolted to iron posts of a like height, and can be erected and taken down conveniently when it is desired to move it and to haul it to some other point, and this fence about the quarry equip with sharp keen spears on top and a metal base extending into the ground some distance.

"Within this enclosure, erect of metal, in sections so as to easily remove the same, all necessary buildings, one story high; kitchen, dining-room and sleeping compartments. Within this enclosure provide all necessary tools, machinery, etc., and there let the convicts quarry out stone, break it, and load it upon wagons when required, working at this particular place so long as any stone is required in that sec-

tion, preparing only the fine stone for second and last coat, and supplying only as much in each township as the farmers themselves cannot supply or do not have. Then move the prison to another point so as to do a like work in another section of the county. Two or three moves a year, we believe, would suffice to make the plan feasible and effective, and make the hauling convenient.

"The feeding and clothing of the prisoners can be done as cheaply and as satisfactorily as when in jail. All authorities agree that their health would be vastly improved and habits of regular systematic labor engrafted upon their lives that would be a blessing to them afterwards and a boon to the community in ridding it of an idle class that becomes steeped in vice largely through its habits of idleness. The prisoners could be readily transported to these convict camps in closed vans, and after serving their time be discharged from there or returned to the jail in the same manner."

### CONVICTS FOR ROAD WORK.

The bill relative to the employment of prison labor, passed by the Massachusetts Legislature, permits the superintendent of prisons to use the prisoners in any jail or house of correction to prepare material for road-making, such material to be sold to county commissioners, city or town officers and the State Highway Commission for the construction of roads.

### A REASON FOR POOR COUNTRY ROADS.

It is claimed by a correspondent of a Maine paper that, in proportion to population and wealth, the country roads are as good or better than those of the cities. Why country roads are not still better he explains as follows: "Young people flock to cities and consider themselves as 'progressing when they learn how to press a button, or hail a trolley-car, or catch a train.' And while cities find it necessary to dig tunnels, or to build aerial railways in order to get from place to place, the old folks in the country struggle with their farms and with the roads for a few years, then die and leave fair acres to grow up to bushes."

### TO BEGIN ROAD INVESTIGATION.

The Maryland Legislature has directed the Geological Commission to investigate "the condition of the roads of the State, and the best methods of improving the same, together with a study of the classification and distribution of the road-building materials in the several counties, as well as the present and recent costs of roads therein, and how to secure better expenditures," and ten thousand dollars have been appropriated for the expenses of the work.

The terms "highway" and "high roads" came into use from an early custom of raising public roads above the level of the country through which they passed in order to secure drainage.

# League of American Wheelmen

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ABBOT BASSETT, Editor.

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is now open.

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"Bulletin" will be stopped at date of  
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Number..... Date of Expiration.....

Name.....

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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.

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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  
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quest that he enter my name as a subscriber under the provisions of Articles III and VII of the  
L. A. W. constitution.  
I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution,  
and refer to two League members (or three other reputable citizens) named below.

Name.....

Street or Box.....

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

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

Write Plainly on Blanks.

Printing Preferred.

Remit by P. O. Money Order.

## RENEWAL LIST NO. 18.

Including renewals from May 2-7 inclusive.

Alabama	1	New Jersey	39
Arizona		New Mexico	
Arkansas	7	New York	322
Colorado	6	North California	7
Connecticut	62	North Carolina	
Delaware	9	North Dakota	
District Columbia	16	Ohio	101
Florida		Oklahoma	
Georgia		Oregon	6
Idaho		Pennsylvania	384
Illinois	37	Rhode Island	64
Indiana	11	South California	6
Iowa	11	South Carolina	
Kansas	4	South Dakota	3
Kentucky	18	Tennessee	11
Louisiana		Texas	6
Maine	26	Utah	2
Maryland	46	Vermont	2
Massachusetts	253	Virginia	1
Michigan	38	Washington	2
Minnesota	3	West Virginia	
Mississippi	1	Wisconsin	49
Missouri	27	Wyoming	
Montana	1	Canada	
Nebraska		Foreign	2
Nevada		Mexico	
New Hampshire	22	Indian Territory	1,576

## OUR NEW DATED CAP PIN.

We are getting out and will soon have on sale a new cap pin which will be sold to none other than League members in good standing to 1899. The pin bears very conspicuously the figures '98-'99. It will evidence that the wearer not only has been, but is, a member of the L. A. W. We shall continue the sale of the regular cap pin. Those who desire the dated pin must so state and give their League numbers that we may easily verify their status. Sold for 20 cents each.

## OHIO DIVISION.

## MONTHLY MEMBERSHIP LIST.

May 1, 1897, 2,138; May 1, 1898, 2,893; increase, 755. In the following list of places having ten or more members on May 1, 1898, the stars (\*) indicate an increase during April. We have twenty-six stars this month against eleven last month. Some of the leaders show substantial gains, and, as usual, there are numerous interesting changes in position among the others. Five new places have been added to the column and three have temporarily dropped out owing to expirations. Renew your allegiance:

*Cincinnati,	423	*Marysville,	23
*Cleveland,	248	Norwalk,	22
*Toledo,	172	*East Palestine,	21
*Columbus,	158	Athens,	20
*Dayton,	121	Bucyrus,	20
*Canton,	105	*Youngstown,	20
*Marietta,	89	Hamilton,	19
Steubenville,	81	Sandusky,	16
Gallipolis,	75	Lancaster,	15
Chillicothe,	55	New Lexington,	15
*Xenia,	52	*Oberlin,	15
*Zanesville,	45	Alliance,	14
*Portsmouth,	44	Canal Dover,	14
*Fremont,	42	*Ashtabula,	13
*Akron,	41	*Cadiz,	13
*Ironton,	37	Middletown,	13
*Fostoria,	36	Uhrichsville,	12
*Springfield,	34	Delaware,	11
Bradford,	33	*Delphos,	11
*London,	26	*Martin's Ferry,	11
*Mansfield,	26	Massillon,	11
*Lima,	25	*Salem,	11
Tiffin,	25	*Wellington,	11

\*W. C. MUNRO, Sec.-Treas.  
CINCINNATI, May 4, 1898.

## KENTUCKY DIVISION.

Local consuls are requested to send in their contracts with official hotels and repair shops without delay, as they must be received immediately or insertion in new road book cannot be insured.

Consuls who failed to receive the blank contracts mailed them should notify me immediately.

OWEN LAWSON, Sec.-Treas.

## OREGON DIVISION.

This is to certify that I have appointed Mr. B. C. Lamb local consul for the District of Tillamook, Oregon.  
L. B. PERPLES, Vice-Consul.

PORTLAND, April 28, 1898.

## DELAWARE DIVISION.

In accordance with the Constitution and By-Laws, notice is hereby given of the semi-annual meeting of the Board of Officers, to be held in Room 300, Equitable Building, Wilmington, Del., on May 26th, 1898, at 8 P. M.

By virtue of office, the chairmen of standing committees are *ex-officio* representatives and entitled to all the privileges of representatives except that of voting.

WILLIAM T. RUDD, Chief Consul.

Walter D. Bush, Jr., Sec.-Treas.

## MASSACHUSETTS DIVISION.

The following-named members of the Bay State Committee of 1898 are entitled to Honor Certificates: G. Edgar Russell, Brockton; Albert F. Amee, Cambridge; Robert J. Williams, Lynn; Fred W. Baldwin, Nash; J. Allen Tilton, Chelsea; J. Fred. Adams, Haverhill; Louis P. Holman, Webster; E. M. Partridge, Millers Falls; Fred H. R. Smith, Chelsea; Cyrus E. Bean, Lawrence.

The following are entitled to '97 Honor Medals: F. C. Jaeger, Boston; S. L. Tuttle, Springfield.  
G. Edgar Russell, Brockton, is entitled to the '98 Honor Medal.

(Signed) ARTHUR K. PECK, Sec.-Treas.  
BOSTON, April 30, 1898.

## MARYLAND DIVISION.

A great many of the local consuls both in the State and city have not as yet sent in their applications for appointments as local consuls for 1898. It is most important that these applications should be sent in immediately. As soon as a local consul is appointed for each ward in the city, I shall call together all the local consuls to form a local consulate for the city.

## STATE MEET.

The committee, consisting of Fred. B. Eisenbrandt, M. D. Norris and the chief consul, appointed by the State Board of Officers, have determined to hold a Summer Meet at Frederick, Md., July 2 and 4, and also a Fall Meet in Baltimore in September, date hereafter to be agreed upon, at which Meet there will be a call for a Convention for League members, for the purpose of exchanging views upon matters of interest to the division and to nominate officers for the ensuing year. Especial attention is called to this decision of the committee, as these occasions will be of great interest to all members of the division in Maryland.

## VICE-CONSUL.

I have appointed Dr. M. D. Norris, of Sykesville, Md., vice-consul in place of Wm. Gulland, of Cumberland, who has removed to New York. Mr. Gulland's loss to the Maryland Division will be severely felt, as he was one of our most active members and one of the best fellows that ever it was our pleasure to know. New York's gain has been our great loss.

## PRIZES.

You have no doubt seen the list of prizes published in the BULLETIN of May 6th. Now get to work and let us see our membership take a bound upward. These prizes are going to be worth working for.

CONWAY W. SAMS, Chief Consul.

## INDIANA DIVISION.

The following is the showing of membership in the towns of this State having ten or more members. Some of them let go very decidedly on the April 1st renewals; others have much more than held their own. The most notable change in the list is Muncie, passing Madison, and taking fourth place. Marion disappears from view, as does Crawfordsville, Huntington and Brookville. These towns should see to it that the renewals are brought up promptly.

1. Indianapolis	982
2. Terre Haute	267
3. Richmond	101
4. Muncie	76
5. Madison	58
6. Lafayette	35
7. Shelbyville	34
8. Jeffersonville	32
9. Michigan City	31
10. Fort Wayne	28
11. Bedford	27
12. Kokomo	22
13. Peru	19
14. Elkhart	18
15. Alexandria	17
16. Columbus	16
17. Washington	15
18. Anderson	15
19. Rensselaer	13
20. Wabash	13
21. Knightstown	13
22. South Bend	12
23. New Albany	12
24. Ambia	11
25. Angola	10
26. Brazil	10
27. Cannelton	10

## TOUR BOOKS.

In sending in requests for tour books, our members should be very careful to give their League number as well as their address. Also do not forget that five cents in postage is required.

Now that our tour book is out, and being sent to our members as rapidly as called for, we hope that those

who have promised us those applications on the strength of this book, will send them in as rapidly as possible. Our recruiting is falling off very materially, and we hope that increased energy will be displayed in this direction by all our members. Our workers are getting on the Honor Roll in very good shape, but we should have double the number now shown on this roll. A great many are within one or two applications of the required number and they should send in at once what they are short, and get the fine, gold Honor Badge we are issuing this year. The following is the Honor Roll of '98 to date.

F. R. Levering	Lafayette
L. M. Robinson	Madison
T. B. Hatfield	Indianapolis
J. D. Decker	"
H. T. Hearsey	"
C. B. Rockwood	"
A. J. Cockran	"
O. Mueller	"
W. G. Heberhart	Madison
F. H. Church	Knightstown
H. A. Dill	Richmond
J. A. Allison	Indianapolis
Hiram Brown	"
W. R. Dill	Richmond
H. C. Doan	"
W. J. Hutton	"
F. Ellis Hunter	Indianapolis
Jos. Pfleger	"
S. Jameson	"
F. H. Yount	"
C. B. Kirk	Muncie
E. D. Moore	Indianapolis
H. W. Foltz	"
J. C. Perry	"
Mrs. A. Sandison	Terre Haute
F. M. Curtis	Richmond

WALLACE SHERWOOD.

## NEW HAMPSHIRE DIVISION.

## LOCAL CONSUL LIST NO. 1.

Alton	Perry S. Jones
Ashland	Harry M. Porter
Ashuelot	S. W. Maxfield
Berlin	E. A. Burbank
Chesham	Albert H. Richardson
Claremont	A. A. Lewis
Derry Depot	William H. Colby
Dover	P. J. Shea
Epping	Frank A. Shuff
Exeter	Fred S. Fellows
Farmington	W. E. Whitney
Franklin Falls	Dana F. Fellows
Fremont	Fred Sanborn
Gorham	Irving W. Fogg
Greenville	Charles A. Preston
Hampstead	Joseph F. Perkins
Hampton	Clarence M. Dearborn
Hampton Falls	William H. Brown
Hanover	Linwood C. Gillis
Hillsboro Bridge	Delmont E. Gordon
Hinsdale	C. Elmer Cramer
Holderness	Will P. Taylor
Hollis	Albert F. Hildreth
Hudson	David D. Small
Jackson	Oscar W. Meserve
Lakeport	George B. Munsey
Lancaster	George C. Dietrich
Lisbon	C. P. Hibbard
Manchester	T. Peter Pinard
"	G. Fred Soule
"	George F. Lewis
"	Fred L. Beddows
Millford	F. B. Bartlett
Milton	Walter E. Looney
Nashua	George E. Danforth
"	R. B. Manchester
New Boston	B. H. Dodge
Newton	John M. T. Currier
North Londonderry	E. Q. F. Brooks
North Doodstock	Frank D. Morey
Penacook	R. D. Morse
Pittsburg	Frank W. Baldwin
Plymouth	Charles J. Gould
Portsmouth	M. A. McIntire
Rochester	M. A. Feinerman
Rye Beach	Thomas G. Morpe
Salisbury	Edwin D. Little
Sanbornton	R. H. Plummer
Sandown	E. E. Brewster
South Danville	Henry E. Chellis
South Lyndeboro	Charles H. Tarbell
Stewartstown	C. F. Tewksbury
Suncook	Charles A. Seavey
Thornton's Ferry	W. S. Read
Tilton	Fred N. Clark
Troy	Franklin Ripley
Warner	Charles H. Hardy
West Swanzey	A. F. Kirkpatrick
Wilson's Crossing	Ernest E. Corning
Wilton	George S. Proctor
Wolfeboro	Everett S. Albee
Wolfeboro Junction	H. G. Sawyer

ROBERT T. KINGSBURY, Sec.-Treas.

KEENE, N. H., May 7, 1898.

## PENNSYLVANIA DIVISION.

The following is a complete list of the committees for 1898. Many of them have been appointed and announced before:—

## Executive:

S. A. Boyle, Philadelphia.  
T. J. Keenan, Pittsburg.  
P. S. Collins, Philadelphia.

## Improvement of Highways:

H. B. Worrell, 555 N. 17th st., Philadelphia, chairman.  
H. C. Mason, Box 439, Wilkesbarre.  
A. F. Nelson, 15 N. Front street, Harrisburg.  
J. A. Deans, Wellsboro.  
J. A. Harris, Times building, Pittsburg.

## Press:

C. A. Damon 1020 Walnut st., Philadelphia, chairman.  
J. S. Lazelere, *Public Ledger*, Philadelphia.  
T. J. Keenan, Jr., Pittsburg.

## Racing Board:

Frank Deitrick, Wilkesbarre, chairman.  
Robert L. Whitesides, Allegheny.  
Harvey Uhler, Philadelphia.  
Anson D. Knapp, Williamsport.  
A. R. Darrach, Pittsburg.

## Rules and Regulations:

John O. Petty, 405 Grant street, Pittsburg, chairman.  
J. Samuel Stevenson, 152 N. Front st., Philadelphia.  
H. B. Worrell, 555 N. 17th street, Philadelphia.  
Henry J. Bellman, Sharpsburg.  
C. H. Obreiter, Lancaster.

## Road Book and Hotel and Repair Shops:

W. W. Randall, 1095 Chestnut street, Philadelphia.  
Carl Hering, 927 Chestnut street, Philadelphia.  
J. A. L. Carson, 239 Dock street, Philadelphia.

Mr. Carson has charge of the hotel and repair shop appointments.

## Rights and Privileges:

William M. Hargest, Harrisburg, chairman.  
Earle B. Douglas, Allentown.  
A. J. Geiger, 335 South 6th street, Reading.  
L. V. Leach, 1666 North Broad street, Philadelphia.  
Jack Straub, Lancaster.

## Recruiting:

Charles A. Mertens, Erie, chairman.  
W. H. Markland, Altoona.  
J. A. S. Heath, 42 North 11th street, Philadelphia.

## Transportation:

S. A. Boyle, Philadelphia.  
P. S. Collins, Philadelphia.  
T. J. Keenan, Jr., Pittsburg.

## MASSACHUSETTS DIVISION.

The following-named members are entitled to the Honor Certificate for 1898: James A. Forbes, No. Attleboro. Charles Harvey, Boston. Fred H. Marsden, Maynard. Geo. A. Bailey, Malden. Eben C. Waterman, Hanover. Wm. F. Bigelow, Watertown. Thos. P. Studd, Ware. Geo. L. Cain, Lynn.

The following are entitled to the '98 Honor Medal: Robt. J. Williams, Lynn. Thos. S. Webb, Lawrence. (Signed) ARTHUR K. PECK, Sec.-Treas.

Boston, May 7, 1898.

## RHODE ISLAND DIVISION.

## APPOINTMENTS.

Consuls.—Arkwright, Robt. H. Gee. Crompton, Benj. F. Tefft, Jr. Enfield, Carlton B. Sweet. Glendale, Edgar M. Taft. Hamilton, Harry G. Parks. Jamestown, Edwin A. Littlefield. Pawtucket, Ward 1, Harry S. Jordan; Ward 2, D. Harry Hodgkins; Ward 3, Francis J. Phillips; Ward 4, Robt. A. Kendall; Ward 5, Chas. E. Gibbons; at large, Wm. H. Dawson, Miss Senora O. Jeffers, Walker, Miller, Harry L. Spencer. Providence, Ward 1, Jas. A. Kinghorn; Ward 2, Courtland C. Earle; Ward 3, Wm. T. Gibbons; Ward 4, Waldo E. Davis; Ward 5, John H. Stone; Ward 6, John W. Smith; Ward 7, Edwin L. Clark; Ward 8, S. Edward Lyons; Ward 9, Chas. B. Griffin; Ward 10, Geo. L. Snow. Westerly, R. Nelson Maxson, Orville Stillman.

GRO. L. COOKE, Chief Consul.  
PROVIDENCE, R. I., May 6, 1898.

## MASSACHUSETTS DIVISION.

L. A. W. members who desire seats for the Associated Cycling Clubs' Tournament to be held at the Charles River track, Memorial Day, in conjunction with the Spring Meet of the Massachusetts Division, should give immediate attention to the matter and make a prompt request for tickets, addressed to H. C. Nickerson, Treasurer A. C. C., 201 Washington St., Boston.

The advance sale of tickets is unusually large, numbering seventeen hundred, and I can positively state that there will be no reserved seats left at the eleventh hour. The A. C. C. has always been fortunate enough

to sell its entire grand stand, and consequently the demand for reserve seats is always in excess of the supply.

The prize list amounts to \$1,750 and the card of races is, we believe, the most interesting that racing conditions will permit. Tom Linton, one of the swiftest of the English riders, will contest with Harry Elkes, the winner of the hundred-mile race, the purse being \$1,500, the distance thirty miles. All pacing will be done by six, five and four-seated machines. There will be two pursuit races between the Press Cycling Club vs. the Middlesex Cycle Club, and the Massachusetts Bicycle Club vs. the Rosindale Cycle Club, the distance being five miles. Teams of five men from each club entered. There will be a mile tandem professional handicap race, in which there will probably be entered no less than twenty-five teams. There are other events yet to be announced.

The price of admission to L. A. W. members will be twenty-five cents; to the general public, fifty cents. These tickets will be placed on sale a few days prior to the meet, at L. A. W. headquarters. The reserve seats are fifty cents extra, and can now be obtained, as above stated, of H. C. Nickerson, 201 Washington Street, Boston. (Signed) ARTHUR K. PECK, Sec.-Treas.

## OHIO DIVISION.

The War with Spain may not last much longer but the fight for "Good Roads and Wheelmen's Rights" will keep right on, nevertheless. You may think you are only one and can accomplish very little, but if every recruit in Uncle Sam's army and navy thought the same, he would have to give up the fight. If we had had a larger membership our good roads bill would not have been defeated. You can surely do a little towards increasing the membership. Try to do it this week.

WILLIAM D. KEMPTON, Chief Consul.  
MAY 6, 1898.

## RACING BOARD BULLETIN.

BALTIMORE, MD., May 4, 1898.

The contracts of the National Cycledrome, New York, N. Y., with Fred St. Onge, Brookline, Mass.; Arthur Gardiner, Chicago, Ill.; and Antonio Tonaselli, Venice, Italy, are approved.

The contracts of the National Track Ass'n, Cambridge, Mass., with Frank Mayo and W. P. Saunders, Boston, Mass., are approved.

H. J. Pote, Lynn, Mass.; F. H. Crapo, Concord, N. H.; and Joe Collins, Marlboro, Mass., are placed upon the list of those to whom further sanctions will be denied.

## Registered.

No. 34—Henry Stewart, St. Louis, Mo.  
No. 35—Harry B. West, Philadelphia, Pa.  
No. 36—S. L. Cassidy, Millville, N. J.  
No. 37—Antonio Tonaselli, Venice, Italy.  
No. 1,004—Al Yoinig, Buffalo, N. Y.  
No. 1,005—Albert Newhouse, Buffalo, N. Y.  
No. 1,006—John F. Brennan, New York, N. Y.  
No. 1,007—Chas. C. Fritz, Brooklyn, N. Y.  
No. 2,003—Fred B. Kent, Rowley, Mass.  
No. 2,004—Frank A. Butler, Cambridge, Mass.  
No. 2,005—Wm. Martin, Lowell, Mass.  
No. 2,006—Harry D. Elks, Glen Falls, N. Y.  
No. 3,005—Cliff B. Haskins, Cleveland, O.  
No. 3,006—H. C. Johnson, Cleveland, O.  
No. 3,007—L. C. Johnson, Cleveland, O.  
No. 3,008—Joe E. Blonin, Detroit, Mich.  
No. 1,008—J. W. Judge, New York, N. Y.  
No. 1,009—Fred A. Nagel, New York, N. Y.  
No. 1,010—W. E. J. O'Leary, Rochester, N. Y.  
No. 1,011—E. J. Kirby, Rochester, N. Y.  
No. 1,012—C. J. Appel, Rochester, N. Y.  
No. 1,013—H. C. Loder, Rochester, N. Y.  
No. 39—F. R. Van Dusen, Bay City, Mich.  
No. 40—R. B. Stevens, Philadelphia, Pa.  
No. 41—R. J. West, Brownsville, Pa.  
No. 42—Chas. A. Church, Philadelphia, Pa.  
No. 43—Chas. Turville, Philadelphia, Pa.  
No. 44—J. F. Starbuck, Willow Grove, Pa.  
No. 5,005—Paul H. Ritchey.  
No. 1,015—Geo. F. McKeever, New York, N. Y.  
No. 1,016—Hayes, Willie, Rochester, N. Y.  
No. 1,014—Earl D. Stevens, Buffalo, N. Y.  
No. 2,007—Frank Mayo, Boston, Mass.  
No. 2,008—W. F. Saunders, Boston, Mass.  
No. 2,009—F. A. B. Pettis, Roxbury, Mass.  
No. 2,010—Leo G. Nana, Providence, R. I.  
No. 3,009—Nile Carlson, Cleveland, O.  
No. 3,010—Harry B. Wood, Cleveland, O.  
No. 3,011—Frank Frain, Memphis, Tenn.  
No. 48—L. S. Hall, Philadelphia, Pa.  
No. 45—Albert Enternmann, Brooklyn, N. Y.  
No. 46—J. Harry Truby, Philadelphia, Pa.  
No. 47—Sam'l S. Staly, Philadelphia, Pa.  
No. 49—Chas. F. Willoughby, Philadelphia, Pa.  
No. 50—Albert Zautzer, Erie, Pa.  
The suspension placed upon W. K. Rose, Diamond, O., will expire May 21, 1898.  
The suspension placed upon P. Manning, Buffalo, N. Y., will expire May 26, 1898.

## Transferred to the Professional Class.

H. D. Foster, Philadelphia, Pa., own request.  
John A. Shomo, Philadelphia, Pa., is suspended pending investigation.

## National Circuit Dates Accepted.

Indianapolis Cycle Track Co., Indianapolis, Ind., Aug. 10, 11, 13. ALBERT MOTT, Ch. R. B., L. A. W.

## STOLEN WHEELS.

WAVERLY, Model No. 14, No. 76,977. F. B. Widmayer, 482 W. Boulevard, N. Y. city.

DAYTON SPECIAL, No. 25,004. W. A. Strong, 34 Smith, Brooklyn, N. Y.

LIBERTY, Ladies' Model No. 31, No. 23,048. Chas. B. Ludwig, 60 So. Oxford, Brooklyn, N. Y.

KEATING, No. 37,677. Wm. H. B. Obre, 257 W. 21st St., N. Y. city.

RAMBLER, Model No. 96, No. 6,609. Geo. V. Ellis, 440 W. 23d, N. Y. city.

No. 1 BEMIS SPECIAL. F. N. Bemis, Boston Post, Boston, Mass.

MASCOT, No. 4,215. E. E. Brewster, Sandown, N. H.

ZIMMY, No. 5,160. V. E. Thompson, So. Framingham, Mass.

AJAX, No. 53,287. Glenn Robinson, Philo, Ill.

## 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, 1½ yards long, 2½ 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.

**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.

## 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 late 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.

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 13, 1898.

Total, 617-93,426.

## Over 129,000, ARKANSAS, 1-52.

Mercury W. C. Texarkana  
636 Abel, Dr. G. C. Texarkana

## Over 129,000, COLORADO, 2-526.

S. B. C. Silverton  
637 Hollis, C. D. Unattached.  
8 \*Remy, Mrs. B., 82 Broadway Denver

## Over 129,000, CONNECTICUT, 7-1749.

Bristol W. C. Bristol  
639 Rockwell, A. F. Unattached.  
640 Richmond, Frank B., 135 Sheldon st Hartford  
1 Brainerd, Fred. J., 20 Lincoln st "  
2 Davis, Louis E., 133 So. Main st "  
3 Tryon, Daniel E., So. Farms Middletown  
4 Wood, George W., Box 755 Naugatuck  
5 Spicer, Willis H. Poquetamuck

## Over 129,000, DELAWARE, 1-254.

Unattached.  
646 \*Robb, Miss Mame, 1237 Heald st Wilmington

## Over 129,000, DISTRICT OF COLUMBIA, 1-852.

Unattached.  
647 Ammerman, C. C., 1069 B st., N. W. Washington

## Over 129,000, FLORIDA, 1-135.

Tampa W. C. Tampa  
648 DeHart, Rev. Wm. W. Tampa

## Over 129,000, ILLINOIS, 26-3,439.

Aurora C. C. Aurora  
649 Holt, W. F., 116 Root st "  
650 \*Lamarter, Caroline D., 114 Williams st "  
1 Wiltner, J. Frank, 269 So. River st "  
Wallace C. C. "  
2 Bobzin, Harry, 716 No. Halsted st Chicago  
C. C. C. "  
3 Scott, Dr. H. W., 117½ W's sq Springfield  
4 Young, Dr. W. A., South 5th st "  
Unattached.  
5 Lucas, Archie, Box 63 Alexis  
6 Bigelow, A. P., 312 Belden av Chicago  
7 Beltzhoover, Geo. G., 248 So. Clark "  
8 Derling, H. R., 248 So. Clark st "  
9 Henchberry, Geo. G., 543 Jackson Riv'd "  
660 Lyon, Thos. R., 72 Astor st "  
1 \*Nason, Mrs. Edward W., 650 Minerva av "  
2 Peters, G. H., 352 S. Prairie av "  
3 Torpe, August, Jr., 170 La Salle st "  
4 Farles, Robert, 521 E. El Dorado st Decatur  
5 Hatch, Edward W., Box 625 Harvey  
6 Appel, Arnold Highland  
7 Riggs, John H., Box 534 Mason City  
8 Vogel, Hans, 500 Pearl st Ottawa  
9 Bethard, Douglas H., 120 Main st Peoria  
670 Elssner, William, 220 Mound st "  
1 Furst, Alex., 365 Evans st "  
2 Loucks, Frank, 917 Sanford "  
3 Watkins, L. Princeton  
4 Baker, Burnace Table Grove

## Over 129,000, INDIANA, 16-2,061.

Gas City B. C. Gas City  
675 Gurrin, John L., No. B st Gas City  
L. A. W. B. C. "  
6 Carter, W. W., 24 No. Penn st Indianapolis  
7 Buschman, H. C., 104 Central av "  
8 Moxley, G. B., care of A. Keefer Drug Co. "

9 Willis, Chas. W., 622 Fort Wayne av "  
680 La Rue, Ray, 1202 Temple av "  
Unattached.  
1 Breyer, Aven, 1280 Barth av "  
2 Holliday, E. J., Maryland & Georgia "  
3 Ruckelhaus, John C., 615 Stevenson Bldg "  
4 Wasson, Fred, care of H. P. Wasson & Co. "  
5 Helm, C. B., 39 Board of Trade "  
6 Goldsborough, Winder E., 113 South st Lafayette

7 Compton, C. F., 218 East 7th st Michigan City  
8 \*Downhour, Miss Elizabeth New Haven  
9 Herbert, Claude L., 324 So. 14th st Terre Haute  
690 Davis, Chas. W., 60 Wabash st Wabash

## Over 129,000, IOWA, 3-778.

Unattached.  
691 Kohrt, Wm. Bennett  
2 Gohlmann, K. P., Box 303 Charlotte  
3 Sanford, H. S. Clinton

## Over 129,000, KANSAS, 4-373.

Parsons Cyclers. Parsons  
694 Hibben, Ralph R. "  
5 Sutton, Chas. W., 1809 Forrest av "  
Salina B. C. Salina  
6 Hess, Adolph, Wittman House "  
Unattached.  
7 Warner, E. W. Kirwin

## Over 129,000, KENTUCKY, 0-926.

Kenton W. C. "  
698 Linneman, Bernard J., Clt. Nat'l Bank Covington  
9 Shaw, Chas. H., Suburban Elec. Co. "  
700 Power, Frederick M., Montgomery st "  
Bourbon Ramblers. Paris  
1 Sauer, Chas. "  
Unattached.  
2 Trinnell, W. D. Cynthiana  
3 Schott, John Wm., 549 3rd st Louisville  
4 La Mond, W. P. Morganfield  
5 Kohlman, Karl Paris  
6 Morat, Geo. E. "

## Over 129,000, MAINE, 1-542.

Unattached.  
707 \*Sutton, Margaret, 14 Deering st Portland

## Over 129,000, MARYLAND, 3-1704.

Unattached.  
708 Archambault, C. V., 234 E. Montgomery Baltimore  
9 Saunders, Frederick A., 1114 McCulloh st "  
710 Tankenfield, J. W. Cockeysville

## Over 129,000, MASSACHUSETTS, 132-11,546.

Press C. C. "  
711 Garland, E. A., 24 North st Boston  
Bostonian C. C. "  
2 Chute, C. Gertrude, 71 Warren av "  
Cambridgeport C. C. "  
3 Matheson, John, 125 Hampshire st Cambridge  
4 Blanchard, Wilbur A., 132 Austin st Cambridgeport  
Review Club C. Chelsea  
5 Harding, Harry C., 64 Addison "  
6 Tyler, Parker, 26 Spencer av "  
Chelsea C. C. "  
7 McKean, A. E., 47 Spencer av Chelsea  
S. R. Q. C. C. "  
8 Hebert, J. August, 251 Tuttle st Fall River

Quequeant B. C. "  
9 Blackney, Benj. J., Box 425 "  
Wachusett B. C. "  
720 Hague, John, 265 Durfee st "  
Hudson B. C. "  
1 Burkill, James F., Main st Hudson  
Sea King B. C. "  
2 Hull, Lester, Darling st Nantucket  
Suffolk B. C. "  
3 Cottle, L. S., 35 Mt. Pleasant av Roxbury  
Cambridgeport C. C. "  
4 Garfield, Frank P., North av Weston  
Towanda B. C. "  
5 Prior, Wm. A. Woburn  
Unattached.

6 Warner, Miss Gertrude, 1180 Mass. av Arlington  
7 Day, Harold A. Buxe  
8 Higgins, Michael E. "  
9 Stone, Herbert N. "  
730 Appleton, John H., 23 Court st Boston  
1 Couch, Robert, 83 Myrtle st "  
2 Snow, Frank A., 623 Columbus av "  
3 Walder, Wm., 60 State st "  
4 Bishop, Henry H., 4 Post Office sq "  
5 Tirrell, Edwin P., 585 Columbus av "  
6 Hoehle, Wm. F., 12 Posen st "  
7 King, Geo. B., 270 Boylston st "  
8 Platt, Percy A., 20 Rutland sq "  
9 Thompson, B. H., 200 Columbus av "  
740 \*Courier, Miss Frances W., 183 Union st Brighton  
1 Pettingill, George I., Warren st "

2 Tinkham, Frank W., 9 Fulton st Brockton  
3 Warnock, Wm. A., 1619 Mass. av Cambridge  
4 Beach, S. J., 55 Matthews Hall "  
5 \*Melvin, Emily L. (P. O., Canning, Nova Scotia) "

6 Sanborn, C. B., 120 Hancock st Cambridgeport  
7 Bennett, William, Box 270 Canton  
8 Tate, George C. C. "  
9 Eaker, Charles H., Sherman "  
750 \*Fox, Miss May L., 21 Everett av Chelsea  
1 \*Nash, Mrs. Annie A., 6 Central av "  
2 \*Wilson, Jennie M., 144 Bloomingdale st "  
3 Parkhurst, Willis B. Chelmsford  
4 Carter, Andrew, Plane st Cochrutuate  
5 Caswell, John A., Main st "  
6 Andrews, J. Willis Dighton  
7 Barney, Geo. A. "  
8 Phillips, Geo. H. "  
9 Foss, Clarence E., 4 Ashmont Park Dorchester

760 \*Brigham, Mrs. L. A., 8 Elmont st East Boston  
1 Mills, Harry, 502 Sumner st East Boston  
2 \*Swinerton, Miss Martha P., Box 44 "

3 Sprague, Henry M. East Peppercell  
4 Colpitt, H. T., 2 Cross st East Freetown  
5 Hamm, Jos. H., 28 Broadway Everett  
6 \*Hamm, Mrs. Jos. H., 288 Broadway "  
7 McAuley, W. J., 117 Main st "  
8 Chapin, Louis F., 63 Prospect Fall River  
9 Pollard, Geo. B. D., 53 Rodman st "  
770 Gauvin, Ulic, 77 Peckham st Fairhaven  
1 Besse, Seth J., Water st "  
2 Besse, Lot P., Box 32 "  
3 Schindler, Morris, Monponsett, S. N. Halifax  
4 Macdonald, Harry M., Broadway Hanover  
5 Stearns, C. Austin "  
6 Stearns, Harry P. "  
7 Smith, Arthur L. "  
8 Waterman, James C. "  
9 Sargent, Warren E., Jr., 30 Kent st Haverhill

780 Whittemore, H. S., Webster st Highlandville  
1 Worcester, E. F., Main st Hudson  
2 Henderson, Frank, Jr., 46 Cottage st Hyde Park  
3 \*Comins, Miss Annie V., 2 Greenough Jamaica Plain  
4 \*Comins, Miss E. B. "

5 Burhoe, Ernest L., 1 Marlowe Terrace "  
6 Marden, Robert, 745 Centre st "  
7 Osgood, Vesta M., Armory st "  
8 Bell, Hugo, 237 Essex st Lawrence  
9 Butler, Geo. L., 32 Warren st "  
790 Freeman, Jas. F., 218 Broadway "  
1 Watersall, J. Leonard, 218 Broadway "  
2 Winslow, E. N., 505 Essex st "  
3 Osgood, Frank E., 5 Valley st "  
4 Wallace, Frederick A., 54 Hampshire "  
5 Patch, Oscar L., Clark & Parker Lexington

6 Farrington, Vinton, 8 Stevens Lowell  
7 Flower, J. E., 29 May st "  
8 Harrison, J. W., 18 Cambridge "  
9 Kingsbury, Percy F., 1087 Bridge "  
800 Lang, J. M., 45 Merrimack "  
1 Lord, Louis, 19 Angle st "  
2 Prescott, Alfred F., 58 Pine st "  
3 Harris, Henry B., 114 Shepard st Lynn  
4 Boyd, H. E. Maynard  
5 Curtis, Bracey, Eastern st Nantucket  
6 Ballou, Fred P., 155 Wash. st No. Attleboro

7 Carpenter, Harry L., 113 Wash. st Orange  
8 Bates, D. T. Pittsfield  
9 Elener, Maxwell, North st "  
810 Barker, Albert R., 7 Baker Park Roxbury  
1 Gale, Milton, 29 Phillips av "  
2 \*Golding, Miss Minnie F., 11 Dawey st "  
3 Hartson, Fred T., 12 Brookfield st "  
4 Weaver, Benj. P., 7 Baker Park "  
5 Gilman, Arthur, 7 Pleasant st Salem  
6 Dorr, Oscar L., Jr., Box 9 Sharon  
7 Read, Arthur E., 74 Walnut st Somerville  
8 Lawson, P. P., 166 Summer st "  
9 Mears, Edson P., 267 Medford st "

820 Wilson, Everett L. South Acton  
1 Luther, Squire A. South Hanover  
2 Parkinson, Frank I. "  
3 Lavoie, Magloire J. So. Lancaster  
4 Robinson, G. E., Box 1034 Springfield  
5 Johnson, R. S., Box 7 Stoughton  
6 Whynot, Charles A., Box 646 "  
7 Knowlton, Daniel F., 135 Humphrey st Swampscott  
8 Paul, Frank A., 25 West Britannia st Taunton

9 \*Perkins, Ethel A., 4 Wash. Court "  
830 Whitehead, Fred C., 10 Oxford st "  
1 Locke, A. D., Box 26 Waban  
2 Abbott, Arthur S., Box 567 Ware  
3 Cummings, Granville J., Box 659 "  
4 McHenry, Sidney C., 42 Parks "  
5 Osgood, John B., Box 167 "  
6 Root, William B., 44 Parks "  
7 Wooley, David, Box 715 "  
8 Nichols, Gilbert, Patten Watertown  
9 Hopkins, Albert W., Box 172 Williamstown  
840 Spring, Leverett W. "  
1 Strong, H. A., Box 224 "  
2 Ruether, Anton, The Cosmo Hotel "

**Over 129,000, MICHIGAN, 23-2080.**

843 Ervin, Chas. W.	Benton Harbor
4 Hollis, G. E., 105 E. Main st	"
Unattached.	
5 Marvin, Henry M.	Augusta
6 Herrick, H. O., 15 No. Jefferson st	Battle Creek
7 Bousfield, C. J.	Bay City
8 *Klumph, Mrs. Hattie E., 612 Van Buren	"
9 *Klumph, Miss Julia F., 612 Van Buren	"
850 Martindale, Edmund, 504 Cass av	"
1 Root, Melvin A., 1209 Fifth av	Bellaire
2 Williams, Arthur	Buchanan
3 Fife, W. H., Box 655	Detroit
4 Garnsey, F. W., 970 4th av	"
5 Hood, Frank G., 1030 14th av	"
6 Mack, John A., 665 15th st	"
7 McDonald, Wm., 121 Laurel	"
8 Kalston, James, 196 Meldrum av	"
9 Scudamore, Chas. P., 12 Woodward av	"
860 Spooner, John W., Box 192	Gladwin
1 *Leslie, Mary A., 144 So. Prospect	Grand Rapids
2 Vaughan, W. J., Kalamazoo House	Kalamazoo
3 Cowdin, H. E.	Rockford
4 Bachman, Ferd, Box 207	Three Oaks
5 Kemp, J. E.	Unionville

**Over 129,000, MINNESOTA, 2-444.**

Unattached.	
866 Danckertsen, Jno. D., 5 Chamber of Commerce	Minneapolis
7 *Confarr, Mrs. Walter P., 513 Marshall av	St Paul

**Over 129,000, MISSOURI, 12-1241.**

S. S. C. C.	
868 Eggers, Henry B., 3323 Russell av	St Louis
9 Tatum, J. I. O., Commercial Bldg	"
870 Doores, J. W., 3620 Hartford st	"
1 Lane, A. M., 3402 Cook av	"
2 Methudy, L. L., 2759 Russell av	"
Unattached.	
3 Connett, W. L.	St. Joseph
4 Schmidt, O. D., 2700 Russell av	St. Louis
5 Gibson, Hugh (P. O. Box 1055 New York City)	"
6 Blackwell, M. H., 414 Custom House	"
7 Bryan, Dr. David C., 815 Chemical Bldg	"
8 *Tiffany, Mrs. M. P., 105 No. 3rd st	"
9 Welsh, Ira, 5164 Raymond av	"

**Over 129,000, NEW HAMPSHIRE, 3-990.**

Unattached.	
869 Brown, Curtis R., 154 Valley at Lakeport	"
1 *Bollott, Mrs. Ella A., 32 Franklin	"
2 Felineman, Edwin S., Box 122	Rochester

**Over 129,000, NEW JERSEY, 42-6054.**

Crescent W.	
883 Rommel, E., 567 Trenton av	Camden
Stylus W.	
4 Foster, Joseph, 439 Kaighn av	"
5 *Mines, Miss Sarah H., 296 Mt. Vernon	"
Indian.	
6 Borclay, F. A., 77 Erie	Jersey City
7 Dorsey, W. F., 44 Wayne pl	"
8 McGuire, F. C., 19 Hayne av	"
9 Zamova, J. R., 246 4th st	"
Passaic Fall W.	
890 Wortman, W. C., 77 Grand	Paterson
Tuckerton W.	
1 Fryer, William S., Green st	Tuckerton
2 Lippincott, J. E., Green & Church	"
Unattached.	
3 McCartney, Jno. H., 170 S. Tennessee	"
Atlantic City	
4 Barrett, J. V., 450 Kaighn av	Camden
5 Read, Rev. J. Morgan, 1034 So. 5th	"
6 Zenneck, C., 314 Market	"
7 Harman, Dr. H. M., Box 69	Frenchtown
8 Clark, Chas. J., 85 Cummings	Irvington
9 Colligan, William P.	Lambertville
900 Cane, Patrick A.	"
1 Drake, John S., 67 Delaware av	"
2 DeMass, Alford	"
3 Reading, R. B., Jr.	"
4 Van Camp, Theo.	"
5 Bartmann, William, Box 61	Mt. Ephraim
6 Goddard, E. M.	Manasquan
7 Hildman, A. L., 29 West Main	Moorestown
8 Berry, Sam'l, Roseville & Pennfield	"
Newark	
9 Bowman, Rev. Shadrack L., 1113 Broad	"
910 Cornwell, James, 89 Belleville av	"
1 Wadsworth, Alex. W., 677 Broad	"
2 Bloodgood, Albert, Box 36	Oceanic
3 Bamberger, Percy, 187 Broadway	Paterson
4 Marklin, Chas., 51 Manchester av	"
5 Schweizer, Martin A., 168 Pacific	"
6 Schaub, John, 836 River	"
7 Schmutz, Alfred, 55 No. Main	"
8 Schmidt, Jacob, 114 Penn	Riverton
9 Palen, William W.	South Orange
920 Hoff, John C.	Titusville
1 Fife, Wm. M., 114 E. Hanover	Trenton
2 Gregory, B., Box 522	"
3 Wheatland, Frank L., Trenton House	"
4 Hendee, Harry C., Landis av	Vineland

**Over 129,000, NEW YORK, 119-24,382.**

Amity.	
925 Elchenhaver, Henry, 184 Calyer	Brooklyn
Summit C.	
6 McCrum, William, 183 Amity	"
7 *Watson, Addie M., 30 De Graw	"
Hudson Bl. Club.	
8 Rowe, Melvin H.	Hudson
Olympia Wheelmen.	
9 Hermstedt, Frederick C., 428 East 66th	New York
Lafayette.	
930 Bryan, J. W., 707 East 11th	"
Herald.	
1 Dodge, C. G., 803 9th av	"
West Harlem.	
2 Kubler, August, 358 W. 119th st	"
Saugerties Bl. Club.	
3 Bruckner, Jacob, Box 49	Saugerties
4 Davis, Benjamin F., Box 484	"
5 Hommel, Arthur H., Box 435	"
Unattached.	
6 *Dillenback, Lulu, 55 Lancaster	Albany
7 Gregg, A. H., 61 Clinton av	"
8 Phillips, W. S., Guy Park	Amsterdam
9 *Eurelle, Miss A., 22nd & Cropsy av	Bensonhurst
940 *Hood, Miss H. J., 22nd & Cropsy av	"
1 Rogers, Theodore, 52 Court	Binghamton
2 Breudel, Max, 30 Thames	Brooklyn
3 Dominick, Samuel Floyd, 488 Greene av	"
4 Drury, George, M. D., 115 Johnson	"
5 French, B. H., 407 Nostrand av	"
6 Hammerlund, George, 157 5th av	"
7 *Hyde, Miss F. J., 131 No. Oxford	"
8 Jagel, Arthur G., 386 Clifton pl	"
9 Lenz, Peter C., 101 Havemeyer	"
950 Merrill, Charles A., 313 Lexington av	"
1 *Merry, Mrs. H. G., 1104 3rd av	"
2 Mohrmann, Wm. H., 55 New York av	"
3 Muench, Richard, 194 Ashford	"
4 Pupik, Charles J., 346 Lewis av	"
5 Prince, Edward, 330 Pearl	"
6 *Partridge, Mrs. F. E., 166 45th	"
7 Spear, Fred H., 109 Myrtle av	"
8 Tracy, Bartholomew J., 179 Lexington	"
9 Willis, Henry R., 310 Lewis av	"
960 Williams, Chas. Mallory, 31 Grace ct	"
1 Zimmerman, Fred, 310 Franklin av	"
2 Edmondson, Robt., 1103 Green av	"
3 Barber, Albert, 709 Morgan Bldg	Buffalo
4 Bartlett, Alfred E., 333 Front av	"
5 *Gage, Miss Cora B., 634 Elliott sq	"
6 *Healy, Miss Kate, 150 Prospect av	"
8 McKeand, J. W. D., 333 Prospect av	"
9 Johnston, John, Wirtz Hotel	Charlotte
970 Corwin, James A., 47 Union	Cortland
1 Cobb, Earl R., 118 Caldwell av	Delewan
2 Cameron, P., 118 Caldwell av	Elmira
3 Fuder, Hebert W., 403 So. Main	"
4 Lehmann, Chas. R., 204 Norman	Evergreen
5 Webb, Mary A., 75 Hamilton	Geneva
6 Kellogg, Joseph A., 62 Warren st	"
7 Angevine, Albert F., Box 63	Glens Falls
8 Hollister, Reginald E.	Greenpoint
9 Willey, John P., 2986 Broadway	Hillburn
Kingsbridge	
980 Brodhead, Hon. W. T. Co. Clerk's of-	"
fice	
1 Oppenheimer, Julius, 573 Broadway	Kingston
2 Estey, Colston W.	Newark
3 Bergen, Francis H., 51 St. Mark's pl	"
New Brighton	
4 Allin, Fred B., 214 Central Park So	"
New York	
5 Allen, Timothy F., Jr., 3 East 46th	"
6 Adams, Walter B., 27 Bank	"
7 Adams, Warren S., M. D., 252 Madison	"
av	
8 Battersby, L. C., foot W. 42nd	"
9 Bedell, F. M. C., General Theological	"
Seminary	
990 Canepa, D. W., 134 Sullivan	"
1 Chatfield, W. M., 102 W. 85th	"
2 Denisch, George, 5 W. 116th	"
3 Elliott, William, 404 E. 121st	"
4 Ellis, George, 93 Front	"
5 Ferguson, G. H., 105 6th av	"
6 Hallock, Dr. L. R., 155 W. 42nd	"
7 Hopper, Frank H., 496 Bergen av	"
8 Howard, Arthur O., 51 John	"
9 Herbst, Werner, 172 East 82nd	"

**Over 130,000.**

000 Holder, Wm. G., 135 W. 67th	"
1 Hunkler, George, 332 W. 45th	"
2 Jones, Eben F., 502 3rd av	"
3 Jones, John J., 125 Worth st	"
4 Jackson, John B., (P. O. care of Dept. of State, Washington, D. C.)	"
5 Keane, Walter M., 112 W. 132nd	"
6 Koehling, Herman B., 1287 2nd av	"
7 Lobo, Carlos, 219 W. 44th	"
8 Landrock, Robert, 368 3rd av	"
9 *Merrington, Margaret, 111st & Grand	"
Boulevard	
10 *Reichelt, Martha D., 23 Manhattan av	"
1 Stockton, E. B., 432 West 20th	"
2 Smith, Gilbert M., 238 East 28th	"
3 Sheldon, Paul, 31 Nassau	"
4 Seehold, Dr. Edw. M., 210 W. 42nd	"
5 Ullmann, Albert, 1127 Park av	"

6 *Von Barber, Miss Ida, 438 East 118th	"
7 Voelker, Uriah, 165 East 66th	"
8 Williams, Wm. Lloyd, 219 W. 19th	"
9 Williams, L. T., 9 Bank	"
20 Wormser, Louis, 105 Wooster	"
1 Wetzel, Chas. F., So. Boulevard & Bainbridge av	"
2 *Hart, Mary A.	Northport
3 Ancock, Wm. C.	Red Hook
4 Cookeingham, H. L.	"
5 Stillman, Edw. M.	"
6 Van Vleet, Jacob, Main st	Rockville Centre
9 Cauffman, Harry F., 12 University av	Rochester
8 Blumensteil, A., 9 Rome	"
9 Campbell, D. E., 491 E. Main	"
30 *Finlay, Myra J., 13 Cypress	"
1 Garson, M. L., 14 Hyde Park	"
2 Lempert, J. H., 31 Rundel Park	"
3 Meyers, M. M., 34 Scio	"
4 Porter, H. A., 300 Alexander	"
5 Rothholz, Gustus, 19 Jolsyn Park	"
6 Straus, Marcus, 33 Westminster pl	"
7 Wagner, Chas. A., 188 W. Main	"
8 Champlin, E. A., 510 Union	Schenectady
9 Lord, Dr. C. N.	Sackett's Harbor
40 Weeden, Rev. Burr M.	"
1 Waldron, Arthur G.	Tottenville
2 Ailis, John W., 29 Lansing	Utica
3 Farrel, George E., 492 Whitesboro	"

**Over 130,000, NORTHERN CALIFORNIA, 2-245.**

Unattached.	
044 Barton, Aldrich, Hotel Metropole	Oakland
5 Barton, Willard, Hotel Metropole	"

**Over 130,000, OHIO, 42-2836.**

Canton Bl. Club.	
046 Beaumont, Walter A., 929 LaFayette	Canton
7 Shraake, Ploantes Q., 1531 E. Fourth st	"
8 Williams, Geo. A., 1837 E. Tuscarawas	"
E. P. C. C.	
9 Cavanaugh, R. A., No. Market	East Palestine
050 Sebring, Will H.	"
Salem C. C.	
1 Seeds, S. J.	Salem
2 Ruggy, Rex, 81 Ellsworth st	"
Unattached.	
3 Berry, H. F.	Bridgeport
4 McLain, Geo.	"
5 McCulla, W. Byrt	"
6 Hutchinson, A. H., Main st	Bradner
7 Sloan, S. N., North East st	"
8 Youngs, M. E., Main st	"
9 Bergman, Louis R., 137 East 7th	"
060 Enderlin, Edward, Union Shoe Mfg. Co	Chillicothe
1 Wilder, Warren, Jr., 2823 Warsaw av	Cincinnati
2 Bartlett, John A., 2606 Broadway	Cleveland
3 Gulick, Geo. M., 72 Miles Park st	"
4 Hayner, W. H., 2583 Broadway	"
5 Karbea, F. W., 3 Atwater st	"
6 Swank, J. E.	De Graff
7 Lee, E. C.	Postoria
8 Paul, O. H., Box 251	Gibsonburg
9 Ryland, Geo. T., 19 N. High at Hillsboro	"
070 Hill, W. E.	Hixon
1 Lindsley, F. R., Tompkins av	Madisonville
2 Roettlinger, Ed.	New Richmond
3 Ralston, Thos., Box 444	North Baltimore
4 Farrington, B. L., 106 East 4th at Salem	"
5 Barton, Walter E., 31 Butzer st	Springfield
6 Browne, Chas. G., 97 North Yellow	"
Springs st	
7 Le Crone, Geo. E., 237 Gallagher st	"
8 Sizer, Albert V., 20 West Columbia st	"
9 Walter, C. E., 390 Forrer st	Toledo
080 Trembley, Alfred, 704 So. Hawley	"
1 Helea, E. B.	Uhrichsville
2 Craig, R. E., 655 No. Wash. st	Van Wert
3 Humphreys, Eugene C., 517 E. Main st	"
4 Morrison, J. E. E., 308 West Crawford	"
5 Siddle, H. L., 206 East Main	"
6 Wassenberg, Chas. F., 720 Elm st	"
7 Brownell, Herbert, North st	Washington, C. H.

**Over 130,000, OREGON, 1-207.**

Unattached.	
088 Connell, Dr. E. DeWitt, 601 Dekum	Portland
Bldg	

**Over 130,000, PENNSYLVANIA, 122-23,366.**

Allegheny Cyclers.	
089 McBride, Geo. B., 46 Franklin	Allegheny
90 Morrow, Chas. W., Richardson av	"
1 Sarver, G. E., 64 Sedgewick	"
Altoona Bicycle Club.	
2 Moran, Roy E., 2506 West Chestnut av	Altoona
3 Swartz, H. W., 621 7th av	"
Cambridge Spring C. C.	
4 Moses, A. F., Box 279	Cambridge Springs
Johnstown.	
5 Brannick, Albert, 544 Washington	Johnstown

6 Elder, Cliff, 517 Nepollan N. K. Cyclers.	"	4 Elcome, W. E., 2142 Lambert	"	7 Tandy, Howard B., 49 Fenner av	"
7 Mulahill, Thomas	Arnold	5 Fortner, Frederick H., 3712 Brown	"	8 *Douglass, M. Lila, 135 Brook st	Providence
8 Slicker, Fred P.	"	6 Goehring, John R., 241 Diamond	"	9 *Douglass, Edith S., 135 Brook st	"
9 Bensinger, J. D., 306 9th st	"	7 Gough, W. Bennett, 218 S. 4th	"	220 Birnie, James C., 176 Hudson	"
100 Cluster, J.	New Kensington	8 Hoch, Fred W., 328 Igoe	"	1 Carroll, Hugh V.	Riverpoint
1 Lintz, M. H., Box 41	"	9 Layton, M. Alma, 878 No. 30th	"	2 Harrison, Samuel H.	"
Suburban W.	"	160 Lutz, Charles Edward, 1252 Dover	"	3 Lindsay, Charles J.	"
2 Barthold, E. J.	Olyphant	1 Marburg, Edgar, care of University of Penna	"	4 Rousseau, Geo. F., 82 Villa Nova	Woonsocket
3 Widdowfield, A.	"	2 McNulty, James, 2349 Christian	"	<b>Over 130,000, SOUTHERN CALIFORNIA,</b>	
4 Lodge, Rola M., 2847 No. 8th Philadelphia	"	3 Nackmann, Ed., 1136 Girard av	"	<b>2-378.</b>	
5 Phila. Turner Cyclers.	"	4 Paulin, B. Kempton, 2245 Oxford	"	Unattached.	"
6 Wolters, Herman, 3039 Harper	Philad-phia	5 Strafford, Edwin, 445 Charles st	"	225 Bryant, F. E.	Scandido
Phila. and Tourine Club of France.	"	6 Simon, Chas., 2968 Martha	"	5 Steiner, Sig.	"
6 Dana, Charles E., 2013 De Lancey pl	Philadelphia	7 Simon, Leo, 2013 Park av	"	<b>Over 130,000, SOUTH CAROLINA, 1-116</b>	
Brown W.	"	8 Schoeneman, Joseph, 2027 Park av	"	Unattached.	"
7 Nast, Herman, 727 Mintzer	"	9 Stevick, Francis, 931 No. 26th	"	227 Middleton, W. D., 22 Broad	Charleston
8 Gallant, R. B., 312 Belgrade st	"	170 Smith, Sidney H., 417 Arch	"	<b>Over 130,000, TEXAS, 2-258.</b>	
9 Priest, George J., 1911 So. Hicks	"	1 Standenmayer, Gottlob, 323 Callowhill	"	Unattached.	"
110 Wilson, Wm. F., 1033 Spruce	"	2 Stoddard, Walter G., 6768 Tulip Tacony	"	228 Elkin, E. F.	Calvert
Press Cyclers.	"	3 *Sartain, Helen M., 2031 Westmoreland,	"	9 Harned, W. A., care of American Press	Da las
1 Challis, David A., Box 217	Sewickley	Tloga	"	Association	"
Unattached.	"	4 *Sartain, Harriet, 2031 Westmoreland,	"	<b>Over 130,000, VERMONT, 2-140.</b>	
2 Agnew, James R., 35 Avery	Allegheny	Tloga	"	Unattached.	"
3 Davis, Wm. A.	Ambler	5 Thomas, Morris F., 1318 Arch	"	230 Baker, W. Harris	Windsor
4 Faust, Wm. H.	"	6 Williams, Chas. W., 1738 Gratz	"	1 Richmond, Robert	"
5 Crane, Ward H., Box 265	Athens	7 Wolf, Charles A., 2025 Frankford av	"	<b>Over 130,000, WASHINGTON, 1-232.</b>	
6 Miller, Orin R., Box 265	Avondale	8 Waggener, G. B., Box 304	"	Unattached.	"
7 Stoddard, George	Bangor	9 Waegel, W., 1237 Spring Garden	"	232 Settem, H. B.	Knappton
8 Irons, W. H., Box 333	Beaver	180 *Walt, Miss Emm H., 2241 No. 19th	"	<b>Over 130,000, WEST VIRGINIA 5-124.</b>	
9 Hetrick, F. S., Box 129	Belwood	1 Cunningham, Arthur, 1335 No. 15th	"	Unattached.	"
120 Honck, John W., Box 163	"	2 Kauffmann, I. S., 925 Market	"	233 Hennig, Edgar W., 10 10th st	Wheeling
1 Oswalt, A. J.	Drifting	3 *Reinfried, Miss Bertha, 1306 No. 15th	"	4 Husted, A. F., 951 Main	"
2 Ellenberger, W. B., Washington st	East Stroudsburg	4 Campbell, Edgar	Phoenixville	5 *Husted, Mrs. A. F., 951 Main	"
3 Robinson, E. C., Box 396	Erie	5 Cooper, Paul W., 7315 Negley av	Pittsburg	6 L. St. Mrs. Chas. W., 944 Main	"
4 Roberts, George W., 5002 Willow st	Frankford	6 Calhoon, S. E., 321 Ward st	"	7 Tatum, Mrs. Peebles, 45 Main	"
5 Williams, Edward E., 434 Hidge	Harrisburg	7 Frew, Jas. L., Forbes, Woodlawn av	"	<b>Over 130,000, WISCONSIN, 13-2145.</b>	
6 Freed, Henry F., 103 Calder	Houtdale	8 Graf, Fred L., 6423 Kentucky av	"	Sup. Wheelmen.	"
7 Lebolt, Joseph H.	Johnstown	9 Hunter, Frank A., 57th st	"	238 Dow, F. J., Hammond B'k W st Superior	"
8 Fockler, Geo. S., 413 Franklin	Kingston	190 Hotz, Peter, Jr., 2014 5th av	"	9 Lincoln, Charles S., Berkshire Block	"
9 Wolfe, Prof. E. L., N. College	"	1 Loeffler, Wm. C., 3601 Forbes	"	Unattached.	"
130 *Brooks, Mrs. E. F., 1808 Jenny Lind	McKeesport	2 Pursch, Rudolph, 147 Puttman	"	240 Blakely, L. E.	Chippewa Falls
1 Heggie, David, 9 7th av	"	3 Ward, Alfred, 4623 Fellmore	"	1 *Clark, Mrs. R. B., 718 Bay st	"
2 Morgan, Jas. H., 313 Willow	"	4 Weldon, Geo. A., 361 Market	"	2 Pierce, W. A., 710 Bay st	"
3 O'Hara, Sam'l P., 221 6th av	"	5 Anewalt, E. Q., Box 134	Ramey	3 Saunders, L. B.	"
4 Smith, David E., 13th st	"	6 Goldberg, B. M.	Ridgway	4 *Saunders, Mrs. L. B.	"
5 Robbins, Joseph, Jr.	Morrisville	7 Pfaffner, Jacob, 926 Oxford	Scranton	5 *Smith, Mrs. W. E., 536 South Jack-	son
6 Davidson, W. T.	New Brighton	8 Kuder, Hiram J.	Siegfried's Bridge	6 Pray, A. T.	Green Bay
7 Cowgill, Mrs. Chas., Lay Bldg	Oil City	9 Yale, Ellsworth W.	"	7 Thomas, F. W.	Medford
8 Young, Charles B., care of South	"	203 Trumbore, Wm. H., 416 Walnut	South Bethlehem	8 Buttle, L. S. (P. O., 621 2nd av.,	"
Penn Oil Co.	"	1 Shelly, Rev. J. M., Box 144	Steelton	Cedar Rapids, Iowa)	Milwaukee
9 Bloomquist, Robert	Peale	2 Knight, Charles R.	Uwchland	9 Schneider, Wm., 182 Chestnut	"
140 Mosbacher, Fred	"	3 Shaw, J. W.	Wayne	250 Ross, Aug., 522 John av	West Superior
1 Ferris, Fremont, Box 162	Peckville	4 Gilmour, H. L., 4120 Cambridge	West Philadelphia	<b>Over 130,000, NOVA SCOTIA, 2-40.</b>	
2 Bauman, Harry, 2639 Martha Philadelphia	"	5 Knauss, Chris C., 4718 Upland	Yardley	Unattached.	"
3 *Burroughs, Miss Mabel R., 2019 Norris	"	6 Comly, E. T.	"	251 Freeman, C. R.	Miln-on
4 *Butler, Clarina L., 1806 No. Bouvier	"	7 Eastburn, W. N.	"	2 Williams, Louis, W. U. Cable Offi-	ce
5 Blackwood, Thos. G., 1227 No. 19th	"	8 Starkey, B. F.	"	North Sydney	
6 Belfield, Alfred L., 435 No. Broad	"	9 Welch, Robert W.	York		
7 Durfor, Howard, 1606 So. 7th	"	210 Rauth, George B., 348 E. Market	York		
8 Dahls, Geo. E., 490 Woodland av	"	<b>Over 130,000, RHODE ISLAND, 14-1667.</b>			
9 Deusch, Theo. W., 1245 No. Sartain	"	Narragansett W.			
150 *Dallett, Miss Lucy, 3202 Chestnut	"	211 Conkden, A. Howard, 95 Somerset st	Providence		
1 Edsall, Henry Jackson, 330 So. 16th	"	2 Norton, Roger J., 85 Bradford st	Providence		
2 Emerick, Wm. H., 437 Belgrade st	"	W. C. C.	"		
3 *Emerick, Mrs. Sarah S., 437 Belgrade	"	3-Smith, Edward T., Box 255	Westerly		
st	"	Unattached.	"		
		4 Chase, C. F., 163 High st	Bristol		
		5 *Potter, Miss Dorothea, Catherine st	Newport		
		6 Luce, John J., Box 132	Pascoag		

IN our big game of phillipean Spain has to pay the first forfeit.

SOME bicycles are not so good as they are painted.

THE bicycle is a bi-ped.

The "hemp cravat," the horse-thief finds  
To be, alas, the "tie that binds."

SOME say Cuba will be our land when we land on the island.

BLANCO seems to be a Havana filler and Dewey a Manila "rapper."

BETTER a poor meal than a poor appetite.

DON'T "monkey" with the scorcher.

## SUBSCRIPTION to the L. A. W. BULLETIN is optional.

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STERLING ELLIOTT.

# QUERIES AND ANSWERS

H. H. T.:—The best size of tire for all-around use is an inch-and-five-eighths.

A. H. S.:—Foot-rests or "coasters" are not now generally used, and but few makers supply them with their machines. It is, however, better to use them than to put the feet on the fork crown.

H. L. C.:—Roller chains are very popular in England and are likely to receive a trial here.

Deer Uncle Bulatin:

Arftur me and Gus got away from the bul we road a gude ways an thenn et ovr supper. Then we loked fer a gude plase tew kamp that nite. We dident dast tew go tew ennybuddy's barn er hous becoz awl the fokes seamed tew no weed run orf—sew we layd down in sum wudes an went tew sleap fer the nite. When I woak up it wuz mornin an thare wuz tew men standin ouvr us. Thay wuz reglar tramps an orful big an tuff lukin an hed big clubs. I wuz skared. Thay kicked Goary Gus an woak him an thenn thay ast us whare we wuz goin an lots uv things. When thay sor ovr wheles wun uf um sez tew the uthur "Pard them the verry thyngs weeve bin lukfn fer." An the uthur sez "Yer rite. Now sunnys, dont lets hev enny tork er fus about this thing. Trot owt what munny yer got an skeedaddle." So we giv um the seventy tew sense we hed an thay gut ovr wheles and road orf. Gus an me dident no what tew do. Fust we kryed but thenn we rememburd that Ded-Shott Dan er enny uv them fellurs



never kryed so we quitt. We jest hed to walk sumwhare an so we hoofed it awl day down the rode. Along towARDS nite we wuz jest dog tired an when weed gut tew a little wun hoss flagg stashun on the ralerode we set down syde uv a engin worterin tank tew rest. Sunes weed set down I herd a orful funny noyse lyke a cow chokin tew deth an havin a hard tyme doin it. Gus sez "Its pigs gruntin." I sez "No, its sumbuddy snorin." I new coz I herd Pa an when Pa reely lays hisself owt there aint nobuddy can beet him snorin. We went arownd the worterin tank an thare lay them tew tramps ded drunk with a bottel betwene um. Thare wuz ovr wheles tew orl saif. Yu bet we gut um owt uv the way quik an thenn we kairfully slipt ovr hans in the tramps poket an tuke the munny owt sos tew



get ovr seventy tew sense. Sumbuddy hed bin paintin the worterin tank an thare was sum red an yellor paint thare. We painted them tramps up gude. We paintid Reeveenj is Sweat on wun fellurs bawld hed an paintid the other fellurs nose red and his chekes yellor. Thay nevr woak only brushd with thare hands lyke thay wuz brushin flys. Then Gus clum up and tyed hiz kyte line tew the levur on the tank an when weed startid he pulled the line. Gee the worter cum down on those ded betes an most kild um coz thay hedent tuched worter fer ten years I bet. We left um splashin an flownrin arownd an we road orf mity fast. Who tuches us shel roo it. Yure luvin neffyu



Shure Shott Sandy.

P.S. Whenn weed cownted the munny we fownd weed gut a doler an ten sense—sew we kum owt ahed arfter orl.



A TRIPLET.

Photo. by Sid. W. Millard, Ann Arbor, Mich.



"JIM.—HE'S OUR KAT."

Photo. by J. W. C. Deake, Asheville, N. C.



OUT FOR AN AIRING IN CENTRAL PARK.

Photo. by Chas. H. Kilbourne, New York.



## THE AWARD IN THE MANSON FOUR-LINE COMPETITION.

MANSON CYCLE COMPANY,  
153-155 W. Jackson Street, City.

CHICAGO, May 1, 1898.

*Gentlemen:*—After due deliberation and an examination of a remarkably large number of "four-line jingles," I have concluded that the four-line verse or "jingle" submitted by the Rev. Amos Sanders, of Noblesville, Ind., merits the award of the prize offered.

A great many very meritorious verses were submitted which, under the terms of the contest, could not be considered, owing to the fact that they either exceeded four lines, or were not confined strictly to the setting forth of the merits of the "Manson Three Crown." The verse which I believe merits the prize is the following:—

"Like the swan in its grace, like the eagle in speed,  
Like the ease of a boat on the stream,  
Is the **Manson Three Crown**, yet as light as a reed,  
And as strong as an oaken beam."

This is the verse submitted by the Rev. Amos Sanders, of Noblesville, Ind., to whom, in my judgment, the prize should be awarded.  
Very truly yours,

WM. H. ARTHUR,  
Chief Consul, Illinois Division, L. A. W.

NOBLESVILLE, IND., May 4, 1898.

MANSON CYCLE CO.,  
CHICAGO, ILL.

*Gentlemen:*—Your telegram, letter, and cycle are duly to hand. The wheel excels my highest anticipations. Its grace, power of speed, ease, and lightness surpasses the "poet's dream," and I have no doubt time will verify the statement "as strong as an oaken beam."

I hope to see many citizens of this place riding **Manson Three Crowns** at no distant day.

Thanking you for your generosity and consideration, I am  
Yours gratefully,  
AMOS SANDERS, *Pastor F'ds Church.*



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THE CLIPPER PEOPLE,  
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