

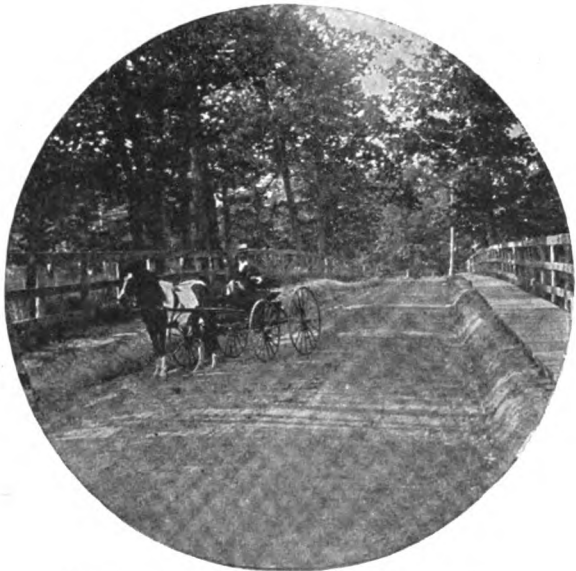
THE BULLETIN AND GOOD ROADS



OFFICIAL ORGAN
OF THE LEAGUE OF
AMERICAN
WHEELMEN.

"The Road is a
creation of man
and a type of
civilized
society."

Vol. XXVII. Boston, January 14, 1898. Number 2.



ENTRANCE TO RACINE ATHLETIC ASSOCIATION GROUNDS.

Photo. by Ernest Smieding, Racine, Wis.

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, 101,743.

Digitized by Google

.... RIDE

Sterling Bicycles

"BUILT LIKE A WATCH"

The biggest demand through the coming year will be for Sterling Bicycles. Mark our words and see. The improved '98 Sterling, at the new and popular prices, will prove irresistible to bicycle buyers. Be on the popular side.

Sterling Bicycles, Road Models \$60, \$75.

Racers \$85.

Tandems \$125.

Chainless \$125.

STERLING CYCLE WORKS,

274, 276, 278 Wabash Avenue, Chicago, Ill.

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

— WRITE FOR CATALOGUE.

A Real Martyr.

He's bravely smoking a cigar
 That to him Christmas came,
 But everybody, near and far;
 Knows it's a burning shame.

AN INGENIOUS MEMBER.

A League member, No. 37,895, sends us a design for an "Over and Underground Safety Street Railway System." The rails are laid in a conduit of sufficient depth to allow the trucks of the cars to run below the surface of the street. From the trucks rise narrow metal supports, which carry the body of the car, and a closeable slot is made in the street surface to allow the passage of the car supports. Such an arrangement would do away with car tracks in the street, to the advantage of all vehicles.

ROAD RULES IN NEW YORK.

North and South bound vehicles have right of way over those going easterly or westerly.

A vehicle overtaking another shall pass it on its left. The overtaken vehicle shall turn to its right to allow the other to pass, if so requested. Above 59th street, a space of fifteen feet must be allowed before going in front of another vehicle.

Before turning a corner, a signal must be made by hand or whip, showing plainly to the rear which direction will be taken. In turning a corner to the right, vehicles must keep to the right of the centre of the street. In turning to the left, they must pass

to the right of the centre of intersection of the two streets.

No vehicle shall stop in the street except near the curb, nor turn without giving a signal by hand or voice.

Cycles and motor vehicles must carry bells which shall be sounded on turning corners, passing other vehicles or pedestrians. They must keep to the right of the roadway and cycles must not travel above eight miles an hour. No coasting is allowed below 125th street.

All vehicles, except licensed trucks, must carry lights showing white in front. Corners must not be turned faster than three miles an hour. No child under five years of age may be carried on a bicycle.

LEAGUE DESIGN FOR HOUSE DECORATION.

It is suggested by No. 558 that there might be a considerable demand for a suitable League design for centre pieces of ceilings, and similar purposes, in club rooms, club houses and even in residences of enthusiastic wheelmen. He thinks that something which would be chaste, attractive and characteristic could be made, and that it would have a sale if advertised in the *L. A. W. BULLETIN*.

The first man to ride twenty miles in the hour on an "ordinary" was H. L. Cortis, afterwards a physician. That was 1882. Four years later, A. P. Englehart accomplished the same feat on a safety.

FREE=\$75.00 BICYCLE

We will give one of our 3-crown "Manson Model 33" wheels (ladies' or gents') to the person sending us the best four-line verse or verses (not over four verses) containing the words "**Manson 3-Crown, Model 33, Seventy-Five Dollar Bicycle.**" Send us your poetry and if it merits reward you will get one of our \$75.00 wheels free. *No other condition necessary.* Mr. Wm. H. Arthur, chief consul Ill. Div. L. A. W., will act as judge. This contest closes April 1, 1898.

See next issue.

MANSON CYCLE CO., 73-75 W. Jackson St., Chicago.

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

A Hint to Mortals.

One reason why we love to hear
The birds sing all day long
Is because they don't din in one's ear
The latest "catchy" song.

START THE YEAR AT ZERO.

At the beginning of the year many wheelmen like to start with their cyclometers at zero. They can be easily run up to that point by almost any of the many methods suggested in these columns. No. 119,660 suggests gluing a little wheel of cork on the star wheel, and holding this cork wheel in contact with the rear tire, and turning the pedals. The 000 point can thus be quickly reached.

SPANNERS INSTEAD OF WRENCHES.

All the nuts used on a bicycle could easily be made of three sizes. A light, flat spanner could then be made to fit them all. No. 178,451 says he made one $5\frac{1}{4}$ inches long, which is very strong, and weighs less than a quarter as much as the lightest monkey-wrench.

THE WATCH PROBLEM.

In answer to the question, "How long would it require for a watch gaining five minute a day to become slow, No. 167,676 says: "Mr I. G. Bachram says it would take 78 days. I cannot agree with

him. Start two watches together at 12 noon, one keeping correct time, the other gaining five minutes per day; at the end of the 72d day we will find one at 12, the other at 6, which, like Napoleon and his 10,000 men, who, 'when they were up they were up, and when they were down they were down, but when they were in the middle they were neither up nor down.' The 'fast' watch, being exactly in the middle, is neither fast nor slow. However, the next instant brings the 'fast' watch nearer the correct time from behind instead of in front, therefore, it must be slow."

FAVOR TAXING THEMSELVES.

The Michigan Division, L. A. W. will ask their next legislature to enact a law for erection of guide posts, by the State, at every main road crossing, and another law to tax all bicycles one dollar each per year, the money to be paid into the State treasury, and used exclusively in the construction of good roads.

IS VASELINE A LUBRICANT?

"When vaseline is used in bicycle bearings, does a machine run freely; how long will one packing last, and is it a satisfactory lubricant?" asks No. 42,838.

THE preacher who talks the loudest may not have the *sound*-est doctrine.



CATTLE-GUARD AT A HIGHWAY CROSSING.



ARCH AT THE ENTRANCE.



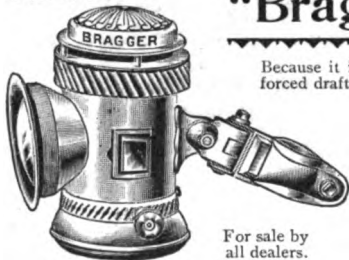
A TYPICAL VIEW.

A FINE CYCLE PATH.

It would seem from the account given by our Eau Claire, Wis., correspondent and the pictures herewith, that the Eau Claire and Chippewa Falls Cycle Path is a model of its kind. It was constructed by the Eau Claire Cycle Club upon private property. It is laid out through virgin oak woods and rolling coun-

try, is six-feet wide and has a fine, hard surface. The way was first grubbed, then harrowed (so as not to turn down the top loam) and then rolled with a six-ton roller, perfectly flat, no crown. The cattle-guard shown in the picture was made by digging a hole three feet deep at the crossing and laying over it 6-inch strips set on edge and 5 inches apart.

USE....



"Bragger" CYCLE LAMP

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

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

For sale by
 all dealers.

Manufactured by...

HITCHCOCK LAMP COMPANY, Watertown, N. Y.

Catalogue for the asking.

New York Office: Surplus, Dunn & Co., 55 Warren St., N. Y. City.

NORTHAMPTON BICYCLES

FOR 1898.

Models A.-B., \$65. Models C.-D., \$50.
 Florence, No. 50-60, \$40.

An elegant line for the retail dealer. Fitted with New Departure rear hub brakes. Every bearing made from tool steel; every connection a drop forging. Agents Wanted in Unoccupied Territory.

NORTHAMPTON CYCLE CO.
 Northampton, Mass.

—"THE SLICKEST WHEEL THAT WHIRLS."

REID & HUGHES, Waterbury, Conn., Agents for Connecticut.
 A. R. JUSTICE & Co., 718 Chestnut St., Philadelphia, Pa., Agents
 for Pennsylvania, New Jersey and Delaware.
 L. E. WARNER, Northampton, Mass., Agent for Western Mass.
 NEW YORK EXPORT AND IMPORT CO., 56 Pine St., Sole Exporters.

And Join The —

Let every mortal who would know
 Life's keenest pleasures here below
 Straightway secure A steed of steel
 And then upon that gladsome wheel
 Lose all the ageing cares that no
 Leave sorry lines on cheek and brow

HIS HORSE SANK TO HIS KNEES.

"If there is any one in Oneida County," says the Rome, N. Y., *Citizen*, "who thinks that all this effort for good roads is unnecessary, or that our county roads are good enough, let them take a horseback ride over some that lead to this city. They should not take a wagon, or they might never get back. Those who manage to get through the mud into the city say that the roads are in an awful condition. A man driving into the city from the south yesterday said that his horse frequently went into the mud up to his knees. This condition will apply to all the roads leading into this city, and one of them is a toll road, too."

"A VACATION TOUR AWHEEL," by Allan Eric, an entertaining book of a hundred pages, and numerous illustrations, describes a trip from Boston to New York and return. It's a breezy book — a real paper outing — and, incidentally, it gives scores of hints regarding wheels and touring, of much practical value. Paper, 25 cents. N. E. R. G. Publishing Co., Boston.

"19 year old"

Rambler

BICYCLES

\$60...1898 LIST PRICE...\$60

Agents Wanted.

GORMULLY & JEFFERY MFG. CO., Chicago.

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

The Best Lamp in the World
 for Bicycles and Carriages is the

Solar

"THE BRIGHTEST LIGHT THAT EVER CAME OVER THE PIKE."

THEY ARE THE

LAMPS TO BURN

ACETYLENE GAS.

CANNOT Jar or Blow OUT.

NO Dirt, Smoke, Danger, Grease.

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

THE BADGER BRASS MFG. CO.
 Kenosha, Wis.

A Happy Time.

When the reckless youth, with bills unpaid,
 Succeeds by much persuasion
 In having his debts by his "dad" O. K.'d,
 It's to him a glad O. K.-sion.

A MAN with a conscience gets no pleasure from wrong-doing, and a man without a conscience never knows what true pleasure is.

"I'm stuck on you," said the brimstone to the stick; "Suppose we make a match."

THERE is some human nature even in the barnyard. The hens do the laying and the roosters the crowing.

In some machines the head frequently gets loose, and often needs to be adjusted and locked. With your machine standing straight, occasionally take hold of the extreme ends of the handles and lift very gently. If there is any movement before the machine itself lifts, there is play in the head and it requires adjusting.

In large steel works electro-magnets capable of picking up five ton loads are used to transfer beams and plates from one part of the shop to another. The power required is about one-tenth that needed to move a trolley car.

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.

BRANCH OFFICES:

St. Paul Building, New York City.
W. J. MORGAN, LOUIS GEYLER.

305 Fisher Building, Chicago.
45 Hodges Block, Detroit.
L. L. CLINE & CO.

SUBSCRIPTION PRICE:

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

Editor: **STERLING ELLIOTT.**

Associate Editors:

NIXON WATERMAN. LUTHER H. PORTER.
JOE LINCOLN.

JANUARY 14, 1898.

THE BEST JOKE YET.

UNTIL the rather monotonous drama of life the bicycle came as a most pleasing, though a genuinely practical harlequin. It must be credited with having added a vast amount of enjoyment to the comedy side of being.

From the instant the first bicycle rider appeared on the world's great stage, that ever-present audience, the public, has been at all times interested if not amused. His coming was as notable as that of the circus clown when he tumbles into the ring, bringing with him the anticipated atmosphere of good humor and jollity.

It is a melancholy fact that to the person just trying for the first times to ride the bucking broncho of steel and stubbornness, everything assumes a very tragic air. To him it is not a humorous subject. But to the onlookers it is a very amusing farce.

One reason why the public took so kindly to the bicycle was because it afforded all those who were not learning to ride such real enjoyment in watching the ludicrous antics of those who were. It was this that made cyclers and cycling such a taking subject with the newspaper paragraphers and the joke picture makers.

The bicycle was immediately laughed into popu-

Total number printed this week . . . **107,000**

Sent to paid Subscribers **101,743**

Samples to Advertisers, Exchanges, etc. **5,257**

larity. So funny did the writers and artists make the cyclist appear that the public intuitively smiled when it saw him riding past, and it was almost disappointed when he refused to indulge in the laughable somersaults with which he was usually associated.

Aside from the un-Delsartean acrobatic humors of the wheel, the subject of bicycle dress has been a source of much real and fancied entertainment in the way of 'jokers' paragraphs and artists' caricatures. One cannot imagine how the newspapers could have filled their "funny columns," for the past years, had the bicycle never appeared on the scene. The poet, the artist, the story and song writer have all seized upon it as a fruitful source of humor.

As everything in this age has been lifted from the heaviness of sorry tragedy to the light-comedy of enjoyment, so the bicycle came as the merry-maker in the realm of mechanical invention. But while it will always stand as the almost humorous symbol of lightheartedness and motion, it has long since passed from jest to earnest, and has proved to the world that it is as purposeful and practical as it is pleasing and poetic. It is the best joke the world has ever known.


The Collecting Fad.

The craze for bric-a-brac keeps up as keenly as of yore, And even nations let such things excite them, For England, Russia, Germany and France just now are sure A piece of broken China would delight them.

IF NOT, WHY NOT?

There was a time when the public almost expected a man who was bold enough to ride a bicycle to apologize, in a measure, for doing so; or, at least, he was supposed to try to frame some sort of an excuse for his action.

But the times change, and we are changed with them. Now the tables are turned. It is the man who does not ride a bicycle who must now explain the why of it to the neighbors. He has grown to be the odd sheep. And he has a hard time of it



CONFIDENCE

IN ANOTHER MAN'S VIRTUE IS
NO SLIGHT EVIDENCE
OF A MAN'S
OWN."

Hence beware
of the adver-
tising solicitor
who tries to discredit
"those figures."

The Fifty Dollar TRIBUNE...

The best wheel for the price in the world.

...AGENTS WANTED...

Write for elegant, fully-illustrated Catalogue, describing our entire line of twenty-three models.

The Black Mfg. Co.
ERIE, PA.



"DUBLEOOK" BICYCLE HOLDER.

(Trade Mark and Patented.)

Smallest in size and price. Greatest in simplicity, finish and effectiveness. For cleaning, repairing and storing—perfect. Full nicked, complete, ready for use, postpaid, 50c.

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

\$1.00 BUYS THE

Bardick Cyclometer.

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

EDWARD MILLER & CO., Meriden, Ct.
New York Store, 28 W. Broadway.

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



Boston Store, 63 Pearl Street.

trying to think up some excuse for his shortcomings. He does not say he is too poor, for his extra cigar money would more than pay for a bicycle. And besides, the amount he would save in car-fares and carriage-hire would amount to considerable in a year. He cannot say that he has n't the time, for the bicycle, first of all, is a great time-saver. If, as has been said, "time is money," the saving along this line alone would amount to a great deal. The bicycle is the busy man's friend. He knows if he were to offer as an excuse the pretext that he is not strong enough to ride, a thousand persons who have been made strong by its use would tell him it is just what he needs, and the doctors would say "amen." If he were so narrow-minded as to say that he thinks it not just right and proper, the ministry and the very best society people, including the members of many royal families, would point out his mistake.

It is difficult to offer a good excuse for not riding a bicycle. There are scores of splendid reasons why one should. It is economical, healthful, proper, pleasant; and from this time forth, the man who does not offer his neighbors some other good reason for not riding must understand that his misbehaviour is equivalent to a confession that his legs are so un-Adonislike that he is ashamed to put on knickerbockers.

If you want Solid Comfort, see that you have a



"RUSCH" SADDLE

ON YOUR WHEEL.

They Conform to Your Shape.

Agents, send for '98 Catalogue.

RUSCH BICYCLE SADDLE CO., 91-93 Thompson St., New York.



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

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

STRICTLY



GUARANTEED



TIRES THAT WILL NOT PUNCTURE.

"The Straus Protected Tire."

Send for Catalogue.

More resilient than any other

STRAUS TIRE CO., 127 Duane Street, New York City.

WORK

for men with little capital and great energy. How to give Stereopticon and Magic Lantern exhibitions—list of Views, etc. in 250 page catalog, sent free. McALLISTER, Mfg. Optician, 49 Nassau St., N. Y.

GOOD LUCK

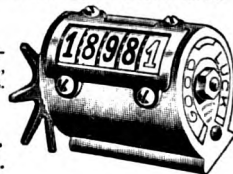
CYCLOMETER—WITH 1898 IMPROVEMENTS.

Two Styles of Bracket.

Registering miles, kilometers, or versts for 24, 26, 28 or 30-in. wheels.

For Catalogue and Prices, address

BUFFALO METER CO.
365 Washington St., Buffalo, N. Y.



His Ups and Downs.

He was a young, conceited pup,
And tried to "paint the town,"
But when a "copper took him up"
It rather took him down.

CLASS OR CREED LEGISLATION.

History is the record of the attempts of the few to obtain ascendancy over the many. Law is the restraint placed on all by the many, to secure to all the inalienable rights of life, liberty, and the pursuit of happiness to which they are born. The restraints of law are regrettable necessities. Were human nature all that could be desired, they would not be required.

Men have always sought to control their fellows — politically, as absolute rulers; physically, as owners of serf and slave; mentally, as expounders of theories and philosophies; morally, as masters of cringing tools or helpless victims; spiritually, as teachers of doctrines and creeds. The function of law is to counteract this tendency, and to secure, establish and preserve equality for all men. This equality is the corner stone of our institutions; infringement of it is an attack on them and on every citizen.

There are those who, conscious of the rectitude of their own intentions, convinced of the correctness of their conclusions, and confident in their sense of

THE CELEBRATED SOHMER

HEADS THE LIST OF THE HIGHEST-GRADE PIANOS
CAUTION.—The buying public will please not confound the
SOHMER Piano with one of a similar-sounding name of a cheap grade.
Our name spells: **S-O-H-M-E-R** New York Warehouses
149-155 E. 14th St.
Will remove to New SOHMER BUILDING, 170 5th Ave. cor 22d St. about February

ROYAL PURPLE Ribbon Badges with L. A. W. Emblem in
Pure Gold; guaranteed not to tarnish. Suit-
able for handle-bar, hat, coat, sweater, etc. Price to L. A. W. members
15 cents; send cash or postal note — *not stamps*. Initial or private de-
vice or L. A. W. number if desired extra, 15c. SPECIAL RATES TO CLUBS.
RHINE & CO., (L. A. W. 123,275) 775 Broadway, New York City.

BICYCLE SADDLE EXCHANGE, 26 WEST BROADWAY, NEW YORK.
All Makes Sold on 10 Days' Trial.
Largest saddle assortment in U. S. Write for list. Un-
satisfactory saddles in good condition taken in exchange.

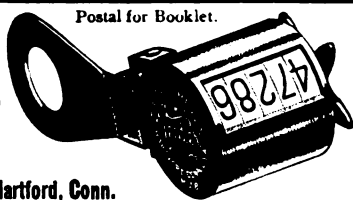
3 Cycles Saved from Gummy Bearings,
Dirt, Rust and General
Decay by
the use of **3 in One**
Cleans, lubricates, prevents rust. Sample bottle for 2-cent stamp.
G. W. COLE & CO. (Room A3), 111 Broadway, New York.

ASK YOUR DOCTOR

If you should ride the **CHRISTY SADDLE**. His answer
will satisfy you—and surely us. Price, \$5.00. Booklet free.
NEW YORK PHILADELPHIA **A. G. SPALDING & BROS.** CHICAGO WASHINGTON

On or prior to January 1,
equip your bicycle with a
VEEDER
CYCLOMETER,
and thus secure an accurate
record of your mileage. It
will prove interesting and
will please you.

THE VEEDER MFG. CO., Hartford, Conn.



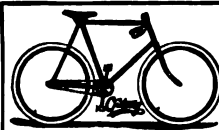
Postal for Booklet.

right, desire to force their theories and beliefs — be
they economic, political, scientific, philosophical or
religious, upon their fellows. They are not satisfied
to let others find the light for themselves; but, as-
suming the arrogant superiority often born of deep
conviction, they propose to compel others to accept
their views, and if they will not do so readily, then
to use the law as an instrument of compulsion.

To pervert the law! to make fallible man accept
the opinions, beliefs, doctrines, customs or creeds of
his equally fallible brother, through the instrumen-
tality of that which was formed for the safe protec-
tion of all! Nothing more dangerous, nothing more
harmful, nothing more fatal to the existence of free
institutions could be proposed.

Equal and exact justice; preservation of the full-
est freedom compatible with the rights of others, is
the sole duty of the law. If any seek converts to
theories or creeds, the law guarantees full protec-
tion, but law knows neither creed nor philosophy.
To the individual, let those who seek to proselyte
appeal. As is the unit, so the family, so society,
and so the State.

In times past efforts have been made to insert
religious forms in our fundamental law, and they
are likely to be again attempted. Such efforts are
a direct attack on the fundamental principle of law,
and should be utterly repudiated, if universal free-
dom and justice are to be maintained.



...SEND FOR OUR CATALOGUE...

Cutting Bicycles,

Prices \$45 and \$60,

ARE FITTED WITH THE

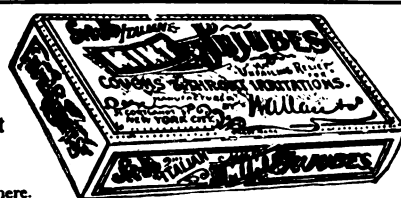
Willits Automatic IT'S THE
Rear Hub Brake. BEST BRAKE

HAY & WILLITS MFG. CO.
Indianapolis, Ind.

SA-YO
Mint Jujubes

Quickly relieve
Coughs and Throat
Irritations.

5 CENT PACKAGES.
On sale everywhere.



OUR PRIZE OFFER

Did you see it
in Dec. 31st
"BULLETIN"?

Four prizes for the four best designs advertising **League
Tires**. Closes January 31st. Write for particulars.

NEW YORK BELTING AND PACKING CO. (Ltd.)
25 Park Place, New York.

ADVANTAGES OF LONG CRANKS.

The question of long cranks will not down. Riders
are interested in it, and it is well that they are, for,
when a long crank can be used comfortably, a much
higher gear can be used without changing the ratio
of crank-throw to gearing. Ten inches of gear to
each inch of crank is within the power of nearly
every man; therefore, every half-inch added to the
ordinary six-and-a-half inch crank means five inches
added to the gearing, without discomfort or the need
of extra physical labor.

In increasing the crank-throw, it should be re-
membered that the foot is moving through a larger
circle, and muscles that have not been much used
are being brought into play. Careful practice for a
month, or thereabouts, should be had before any
specially hard ride is undertaken. When thoroughly
accustomed to it, the longest crank that one can use
with perfect comfort, and the corresponding gear,
will be found an advantage. Just what this may be
must be determined by experience, the rider's length
of leg, and the drop of his crank-hanger.

At present there is a fad for very low crank-hangers,
and these bring the frame so near the ground that
extra long cranks cannot be used. With a two-and-
a-half inch drop, however, a seven-inch crank can
be easily used, and a half-inch longer with care.
For a road wheel, a two-inch drop is excellent, and
this permits the use of cranks up to nearly eight



It's Made to Fit...

The graceful lines and faultless construction of the **PERRY PNEUMATIC SADDLE** will appeal to every wheelman who enjoys long distance riding and century spins. You won't be a mass of bruises at the finish if you ride the **PERRY**. Insist upon having it on your '98 mount. Our catalog will tell you all about prices.

HARRIS TOY CO., Toledo, Ohio.

Two Independent Cyclometers in One. Price, \$1.25.

The Trip registers 100 miles from tenths up, showing daily records or distances from place to place.

The Total registers 10,000 miles, keeping a perfect record of the season's mileage.

Has a simple device for setting Trip back to "0" without interfering with Total.

Total can be set and repeats.

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



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.

inches,—if one wants any so long. A correspondent, in our issue of December 24th, advocated cranks up to 8¾ inches, and a writer in an English paper believes in nine inch for men over five feet, ten inches tall.

The Englishman says he has had several wheels specially built to stand the extra strain of the high gears and long crank-throw, and that they have proved great successes. His advice is for men standing up to five feet, eight-and-a-half inches, eight-inch cranks; between that and five feet ten, eight-and-a-half inch cranks, and for all over five feet ten, nine-inch cranks,—the corresponding gears to be eighty, eighty-five and ninety, which would be precisely the same ratio as six-and-a-half crank with sixty-five gear, or seven inch with seventy. He says he can ride a hundred miles with long cranks and higher gear as easily as he could sixty miles before, and climb hills better.

As has been said before in these columns, the manufacturers ought to give a much larger choice in crank lengths than has been the custom. Cranks should be made in quarter-inch sizes from six inches up to seven-and-a-half or eight inch for the best class of wheels. Much of the pleasure, benefit and speed in riding come from having a machine properly fitted and equipped, and this is not possible if considerable choice is not offered in the equipment. For older

How to Buy a Bicycle.

"BUYER'S GUIDE."

We have issued, for the benefit of purchasers of bicycles, a booklet giving inside information of how to get full value for your money. **Thousands have wasted their money on the strength of representations of some dealer who was looking for big profits.**

Don't be misled when you can be well informed, and get that information for two two-cent stamps. Spend four cents and save one-third the cost of a high grade bicycle.

THE EAGLE BICYCLE MFG. CO.
Torrington, Conn.

The Seat Ideal for the Ladies' Wheel.

WILL
NOT
SAG.

Built to sit on,
not to straddle.



THE WHEELER SADDLE CO., Detroit, Mich.



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

ELECTRIC MOTOR CARRIAGE

Having disposed of its general business, including manufacturing plant, the Campbell Machine Co. offers for sale its Electric Motor Carriage Department. A very unusual opportunity is thus presented for business, investment or promotion. Any party interested may apply to

HENRY B. METCALF, Treasurer, Campbell Machine Co., Pawtucket, R. I.

riders, particularly, the slow action of a high gear is desirable, and to make its use comfortable long cranks are essential.

Poor Old China!

She's being "pushed to the wall," they say,
 In this present "speck o' war,"
 And, like as not, now that's just what
 She built that great wall for.

Horseless, rubber-tired vehicles on smooth roads are likely to provide comfort and quiet for the next generation.

"I'll settle you," said the egg shell to the coffee;
 "your name is mud." "Thank you," answered the coffee,
 "but I prefer to settle on my own grounds."

From working roads, in any case,
 Dead beats should all be barred;
 No chap who "travels on his face"
 Will make the highway hard.

"I DIDN'T mean to come in here," said the lynched horse thief as the gate of Hades closed behind him,
 "but I was roped in."

"I'M struck on you," said the match to the "scotchman."
 "Stop your sparking," cried the wind,
 or "I'll put you out."

The New Congressman.

His hair is filled with barley straws,
His voice is tuned to "gees" and "haws,"
He takes the floor with agile jaws.

His hearers sleep, but what of that?
He still orates in accents flat,
And talks a hole right through his hat.

FEATURES OF CYCLE CONSTRUCTION.

A lecture on the "American Bicycle" was delivered recently, by Dr. Leonard Waldo, before the English Society of Arts, portions of which we quote. Speaking of man and his cycle, he said:

"The chemical energy of digesting and, therefore, combusting food is absolutely all there is, and yet the man moves with the speed of the railway express. Is it a wonder that with the rapid passing of the contrivance and toy to the splendid machine of 1898, in which is incarnate the highest state of the art in every single mechanical procedure involved in its production, there should be a history of mechanics for the period concerned? . . .

"We are accustomed to think of the locomotive as a high expression of mechanical art; there is not a single part of the locomotive which has anything like the care in the selection of materials and the crucial testing which is given to the bicycle. The locomotive may be honeycombed with castings about its various parts.

"It is the fundamental axiom of the best American bicycle construction that every single piece is forged hot or drawn cold. The carbon and phosphorus of the steel in locomotives may vary within wide limits; in the bicycle the variation is small, and the steel is transformed into another and much stronger steel by the addition of five per cent. of nickel. In the locomotive the tubular construction may be irregular as to size, and drawn by regular draw-bench methods. In the bicycle nickel-steel tubing must be cupped up from the disc, and drawn by special hydraulic presses of enormous strength and exquisite precision.

"It is not as an assemblage of parts that we must finally regard the bicycle. Like the violin, it is an organic whole, under live tension, ready to answer the slightest muscular call. . . . One point must constantly be borne in mind in thinking of the material to be used in bicycle frames. It must all be reduced to the soft or annealed state. The frames have to be assembled, and brazed at their joints. If the tubes are hard, the heat of brazing anneals them at such joints, and the frame is unequally strong throughout. If the attempt is made to assemble the frame by screw joints, without heat, then it is only a question of time for the racking of the frame in one to start the threaded joints and render the whole frame less taut. . . .

"It has been a surprise to me to find that here in England many regard the chainless wheel as something new, something radical. It is the chain that is new, not the gear. A generation before the modern bicycle was born the mathematicians had shown,

theoretically, that if spur or conical gear teeth were cut in certain curves, not circular, that power would be transmitted with as small loss as by any other method. No thinking American mechanic ever analyzed the chain bicycle construction without convincing himself that the compact, rigid, tightly-enclosed shaft-power transmission would be adopted for the bicycle whenever rigid enough frames and hard enough gears could be manufactured in a commercial way.

"The chainless bicycle is neither a discovery nor an invention; it is an evolution, and, so far as we can now see, it will be the survival of the fittest. The use of the rigid under-strut of the rear triangle as the means of carrying the tube, to which are brazed the end gears, is the most elegant solution of the gear-case problem yet proposed. Here you have the gear case rigid, a little over one inch in diameter, and firmly secured to the thin steel covering caps at each end. The gears may run in a cup of oil, if necessary, and the stiff under-strut thus serves the double purpose of part of the frame and gear case as well."

In the discussion that followed, Mr. Archibald Sharp said that "it was rather curious that before the chain was adopted for the purpose of transmitting motion from the crank shaft to the hub, nearly all engineers looked upon the chain as a most inefficient means of transmitting power; but, bicycle makers and riders had taught them that it was, perhaps, the most efficient mechanical means for transmitting power between two parallel shafts nearly close together."



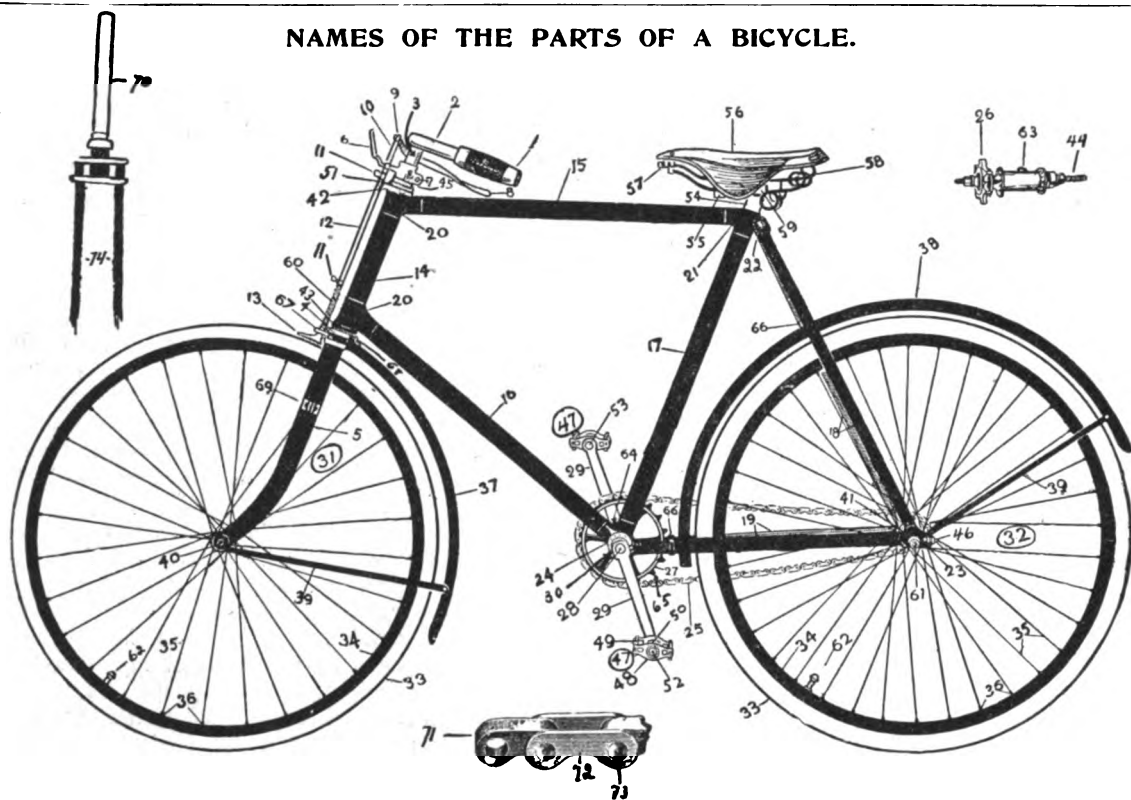
CYCLISTS' SNAP SHOTS. — MOUNTAIN ROAD, BUENA VISTA SPRINGS.

Photo. by H. A. Beasley, Baltimore, Md.

"The Century Wheelmen of New York" have begun the publication of a handsome, well-edited monthly journal, which like the club it represents, is thoroughly up to date.

Another paradox we've seen:
A man who's blunt 'though sharp and keen.

NAMES OF THE PARTS OF A BICYCLE.



- | | |
|--|---|
| 1. Handles or Grips. | 38. Rear Mud Guard. |
| 2. Handle Bar. | 39. Mud Guard Stays, Arms or Braces. |
| 3. Handle bar Stem or Stalk. | 40. Front Hub. |
| 4. Fork Crown. | 41. Rear, or Back, Hub. |
| 5. Fork Side. | 42. Top Head Cup. |
| 6. Lamp Bracket. | 43. Bottom " " |
| 7. Handle bar Clamp, Binder or "Pinch Bind." | 44. Step. |
| 8. Brake Lever. | 45. Head Lock-nut. |
| 9. Brake Joint and Screw. | 46. Chain Adjuster. |
| 10. Brake Rod or Plunger. | 47. Pedals. |
| 11. Brake Collars and Screws. | 48. Pedal End Plate. |
| 12. Brake Tube. | 49. Pedal Side " " |
| 13. Brake Spoon. | 50. Pedal Axle or Spindle, and Centre Tube. |
| 14. Head. | 51. Head Adjusting Cone. |
| 15. Upper, Horizontal or Top Tube. | 52. Outside, or Small, Pedal Nut. |
| 16. Lower, head to bracket, Tube | 53. Inside, or large, " " |
| 17. Seat mast, diagonal, or Saddle-post Tube. | 54. Saddle, Seat or L Post or Pillar. |
| 18. Rear or Back Stays. | 55. Arm or Top Piece of Ditto. |
| 19. Rear or Back Forks. | 56. Saddle. |
| 20. Head Lugs or Connections. | 57. Saddle Adjusting Screw. |
| 21. Saddle Post Frame-Connection or Cluster. | 58. Saddle Spring. |
| 22. Saddle Post Clamp or Binder, Bolt and Nut. | 59. Saddle Clamp or Clip. |
| 23. Rear, or Back, Fork-end. | 60. Brake Spring. |
| 24. Crank Hanger or Bottom Bracket. | 61. Rear Axle Nut. |
| 25. Chain — Humber or Block Pattern. | 62. Valves. |
| 26. Rear, or Small, Sprocket or Chain Wheel. | 63. Hub Oil Cup. |
| 27. Front, or Large, " " " " | 64. Crank Hanger, or Bottom Bracket, Oil Cup. |
| 28. Crank Axle, Shaft or Spindle. | 65. Sprocket Wheel Tooth |
| 29. Cranks. | 66. Braces, Stays or Bridges of Rear Frame. |
| 30. Crank Key or Cotter Pin. | 67. Brake Guide. |
| 31. Front, or Steering, Wheel. | 68. Mud Guard Clip. |
| 32. Rear, or Driving, Wheel. | 69. Coaster or Foot Rest. |
| 33. Tires. | 70. Fork Stem or Neck Tube. |
| 34. Rims. | 71. Centre Block of Chain. |
| 35. Spokes. | 72. Side Plate " " |
| 36. Spoke Nipples. | 73. Chain Rivet. |
| 37. Front Mud Guard. | 74. Front Fork. |

FOR WIFE AND CHILD.

NIXON WATERMAN.



AM brave in the wars I wage with men—
The struggle for bread and wine—
My arms are stout as the strength of ten,
And a will of oak is mine.
I think me never a thought of fear,
Though I peril my very life,
For, breathed through the battle's din, I
hear
The voice of my dear, good wife.

But never the sun sinks in the west,
And the darkness lulls the fight,
Put a warrior, crowned with love, I rest
In the fortress, "Home," at night.
And oh! it is joy tongue cannot speak,
A wee sweet hand to hold,
And to nestle close to a warm, soft cheek,
When the rest of the world is cold.

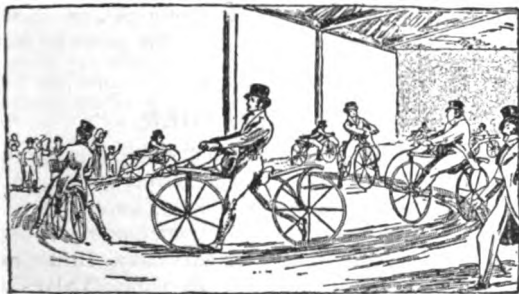
For wife and child! These be the things
Wherein men's purpose dwells.
The toiler slaves, the poet sings,
The merchant buys and sells;
The shepherd tends his happy flock,
The sailor ploughs the foam,
The soldier meets the battle's shock,
For wife and child at home.

EVOLUTION OF THE CYCLE.

IV. Popularity and Decline.

1816-1835.

No people are more ready than the French to appreciate a new thing, or take up with whatever is novel and attractive. The appearance of the Celeripede in the Luxemburg Gardens drew their attention to the two-wheeled machine, and excited their interest in it. M. Niepice seems to have thoroughly familiarized himself with his steed, for, when he appeared, he is said to have managed it with great skill and shown "startling speed." The use of such machines promptly became popular, and a number were ridden. For a short time the fad lasted, and then the difficulties and dangers of the



RIDING SCHOOL — 1819.

exercise, and the ridicule heaped upon it, brought about its decline, though it was not entirely given up for a number of years.

There were those, however, who had hopes of making the machines of practical value, and some years later M. Dreuye brought out an improved pattern, which he persuaded the French govern-

ment to adopt for the use of postmen in rural districts. During the good weather they seem to have answered their purpose, but the Winter storms put a final end to their use. It is reported that, in these machines, "the power was communicated through the axles of the wheels," but in what manner is not known.

In England the Draisine and Celeripede were received with interest, for their fame had, to some extent, preceded them. The improvements that were quickly made rendered them somewhat more manageable; the new sport was at once adopted by the "swells" and "young bloods" of the day, and its popularity spread rapidly. Riding schools were opened for purposes of instruction and practice; the publications of the time described the new sport, and titled personages took part in it. Even the fair sex are represented as having tried it, though it is



WOMEN RIDERS.

to be suspected that representations of women riding hobby-horses are nothing more than cartoons. Drop frame machines, such as are depicted in the picture, could easily have been constructed; but, absence of reference to such machines, and the inherent probabilities of the case, make it very doubtful.

According to contemporary sketches, riding on these machines was always done at a furious pace; no brakes were fitted to them, and they were so heavy that they must have plunged down hill in a startling manner. As their steering qualities were certainly none too good, it must have been exciting work to rush down a steep, and by no means smooth, decline on one of them. The exercise was, as is readily seen, not a very graceful one; on the contrary, it must have been very laborious and heating, and to indulge in it, arrayed in such costumes as were universally worn at that period, must have given fit cause for the merriment they invoked. In a short time those who indulged in the sport were unmercifully laughed at, ridiculed and caricatured, and there have been preserved in the British Museum a good collection of the cartoons of this period.

The riders of the hobby-horse were described as walking in the mud while using their own carriages, or, as using a "new 'Irish jaunting car,' by which you can ride at your ease, and are obliged to walk

in the mud at the same time." The machine was dubbed the Dandy Horse, from the number of dandies who used them, and could be seen across them madly striding through the mud. The wear and tear on shoe leather was so great that at least one enterprising maker advertised "a special shoe, with iron-shod sole, to withstand the pit-pat on the



CARNIVAL OF HOBBIES.

roads." One cartoon shows a party of blacksmiths in pursuit of some hobby-horse riders, upsetting them and smashing their machines with hammers, and an inscription indicates that this was done because the horses never required shoeing.

One of the most interesting caricatures of the period shows the stout Prince Regent lying at length on his stomach, on a hobby-horse, with a still stouter dame on his back. The front wheel is provided with cranks, which the Prince grasps. This feature was evidently designed to add to the absurdity and effectiveness of the cartoon, and take the propulsion and balancing of machine and load out of the realms of possibility; for it had not then occurred to any one, nor did it till many years later, that it would be possible to balance a two-wheeled machine unless the feet touched the ground to sustain it.



WHEEL WITH CRANKS.

The ridicule and satire hurled at the sport were enough to demoralize it, and perhaps laugh it out of existence. They were reinforced, however, by two other considerations—the weight and awkwardness of the machines, and the fact that their constant use caused injuries, inflammations and ruptures, owing to the strain from the peculiar position and muscular action required to propel them. These combined to give the machines a bad name and, perhaps, may be, in a degree, responsible for the absurd assertions so often made not many years ago, that the modern bicycle would produce similar results.

On the promptness and skill with which repairs are made depends in a great measure the economy of macadamized roads.

A Running Account.

A storage-battery bicycle
A constant expense must be,
For, go where it will, down dale or up hill,
It's bound to be charged, you see.

HELP REQUESTED—FREE PASSAGE PROMISED.

A bill is now before Congress for a charter to build a bridge from the mainland, just above Buffalo, to Grand Island, which lies in the Niagara River in a direct line between Buffalo and Niagara Falls. Fine roads exist on the island, which contains 18,000 acres, beautiful scenery, good hotels and Summer resorts. A bridge will be built from the foot of the island to the Canada shore just above the Falls and park. The present distance to the Falls from Buffalo is twenty-two miles; the bridges and island route would shorten it to thirteen.

The projected bridge will cost about two million dollars, and be for a railway above and driveway below. Major Symons, of the U. S. Engineer Corps, has examined the matter, heard all objections, and reported strongly in its favor. The company already have charters from the State of New York and from Canada, and now require the consent of our general Government.

The only present connection with the island is by an old boat. The wheelmen of Buffalo and vicinity feel that it is to the advantage of every visiting cyclist, as well as themselves, to secure the new route, and the Bridge Company have promised the following concession to L. A. W. members:

For five years after the completion of the bridge all *League members* accompanied by their wheels, shall pass without toll or charge, on presentation of unexpired membership ticket for the current year. After the five years have expired, the charge for rider and wheel, over and return, shall not exceed five cents, and proportionately for one way.

Wheelmen are earnestly requested by their brethren in western New York to see personally, if possible, their representatives in Congress, or at least to flood them with letters urging the passage of the bill.

A NEW DANGER.

Rubber horse shoes are being made and are said to be coming into use. "Put rubber shoes on the horse," says the *Cleveland Plain Dealer*, "and he and his attached equipage will come upon you with a ghastly suddenness that your ears cannot anticipate. The bicycle rider must deck his rubber-tired steed with a lantern and a bell. Why should not the rubber-shoed horse be obliged to dangle a jangling tocsin at his collar by day, and a swinging red lamp by night? This is, of course, an anticipatory suggestion, but it is well to meet such an insidious and pussy-footed danger half way."

Is your bicycle well-stored? Poor winter care is worse than summer wear.

CAPITAL TEA.

A Story for Good Children.

JOE LINCOLN.



IN the quaint Celestial kingdom, in the realm of far Cathay,

Where the mighty Yellow River wriggles on its crooked way,

Once there stood a fair pagoda, where, in truly regal style, Dwelt the wealthy merchant Chow-Chow, who in tea had made his pile,

And his only daughter Soo-Choo, who was lovely as a dream

And whose suitors came to woo her in a never-ending stream.

But she gazed upon them coldly and she told each one to quit,

And to all their ardent pleadings gave a chill Mongolian "nit."

For, of course, there was "another," which is quite the proper thing,

And "another" in this instance bore the name of Obi Jing, And he ran a lowly laundry, where he labored day and night, And the cuffs he starched were spotless and the shirts he washed were white.

But the hot and fiery Chow-Chow foamed when Obi came to woo,

And he scarred the latter's trousers with his plush and satin shoe,

And through teeth which stuck together -- he'd been eating bird's-nest soup --

Sputtered bits of "broken China," varied by a muffled whoop.

Then he swore that blackest ruin was the vengeance he would wreak, --

And no more to Obi's laundry did he send a shirt a week; And young Obi, crushed and broken, as he saw starvation nigh,

Wrote his love a parting letter and went off alone to die.

By the river's bank he wandered, where the weeping willows wave,

And he murmured, "'Neath yon torrent will I find a quiet grave;"

When a dead leaf, dry and blackened, fluttered from the willow tree,

And, with sudden inspiration, Obi seized it, shrieking "TEA!"

* * * * * That was years ago, my children, and the legend now is old, How the leaves were picked and roasted and, as tea, were packed and sold

To the white man at a figure that for cheapness "broke the slate,"

While young Obi prospered greatly and grew rich at wondrous rate;

And he wedded lovely Soo-Choo, and her cruel Pa assigned. So we see that virtue triumphs, aided by a brilliant mind;

And, my dears, if, any evening, you will come and dine with me

At our boarding-house, you'll doubtless, have a cup of Obi's tea.

ROTARY AND LEVER ACTION,

Many recent patents for improvements in cycle construction use levers and treadles instead of cranks and rotary action. The latter are in such general use, and withal so simple, that a change is usually sought for the sake of variety, if nothing else. The fact that levers have been used and thoroughly tested in cycle construction, and discarded, because they

were found to be far inferior to the crank and rotary action for propelling bicycles, does not seem to deter inventors from trying them again.

The only advantages of the lever and treadle are abolition of dead centres and reduced foot-travel with the same crank leverage. As far as the former is concerned, the dead centre can be entirely overcome by the use of proper ankle action and, as to the latter, experience has shown that it is easier to acquire and maintain the perfect evenness and uniformity of the motion required by a crank, and have the foot travel through a large circle, than it is for the foot to travel in a shorter up and down line, with the necessity of lifting it suddenly at the bottom of each stroke.

A seven inch crank requires the foot to travel through a forty-four inch circle; but this in practice is actually easier and less fatiguing than nearly one-third less foot-travel required by a treadle having seven inch rise and fall. The muscles very quickly become accustomed to an increased crank throw, and the large circle described by the pedal does not trouble them, while the peculiar up and down motion of the treadle is less analogous to walking and is much more tiring.

NOISES HEARD IN WHEELS.

Any noise on a wheel outside the ordinary running sound indicates something wrong, and immediate attention should be given to it. Spokes may be loose, or the fastening where they cross may be broken; pedals may be loose and need adjusting; a crank may have loosened and require tightening; the sprocket may be loose and need keying and brazing; there may be grit in the bearings, or perhaps a broken ball; tools may rattle in the tool bag; the bearings, particularly the pedals, may be dry and squeak; wheels may be out of true, and tires rub against the frame; mud and chain guards may rattle, and the chain strike them; or, what is most probable, the chain is dry and sadly needs lubrication. If a wheel is properly adjusted and cared for, none of these things can occur.



WHERE TWO HEADS ARE BETTER THAN ONE.

CONSIDERABLE preaching is done from the Prophets and considerable for the profits.

Rare "Titian-tinted tresses" has the girl to millions wedded,

But the daughter of a poor man -- well, she's simply just "red headed."

THERE are so many bad men in the world one wonders what becomes of the good little boys.

The man who wrote these lines, we fear,
Had naught to write about,
But, you'll observe, they're needed here
To fill this column out.

List of 182 Prizes.

1st Prize.	HENRY F. MILLER UPRIGHT PIANO,	\$600 00
	<i>Henry F. Miller & Sons Piano Co., Boston, Mass.</i>	
2d Prize.	McPHAIL UPRIGHT PIANO,	600 00
	<i>A. M. McPhail Piano Co., Boston, Mass.</i>	
3d Prize.	MORSE Comb. BILLIARD AND POOL TABLE,	250 00
4th Prize.	MORSE BILLIARD TABLE,	225 00
	<i>Edwin Morse, Boston, Mass.</i>	
5th Prize.	ESTEY CABINET ORGAN,	240 00
	<i>Estey Organ Co., Brattleboro, Vt.</i>	
6th Prize.	GENT'S SOLID GOLD WALTHAM WATCH, ..	125 00
	<i>Robbins, Appleton & Co., Boston, Mass.</i>	
7th Prize.	ELECTRIC MAGIC LANTERN,	100 00
	<i>J. B. Coit, New York, N. Y.</i>	
8th Prize.	COLUMBIA BICYCLE, '98 MODEL,	125 00
	<i>Pope Mfg. Co., Hartford, Conn.</i>	
9th Prize.	UNION BICYCLE, '98 MODEL,	100 00
	<i>Union Cycle Mfg. Co., Highlandville, Mass.</i>	
10th Prize.	STERLING BICYCLE, '98 MODEL,	100 00
	<i>Sterling Cycle Works, Chicago, Ill.</i>	
11th Prize.	LADIES' SOLID GOLD WALTHAM WATCH, ..	80 00
12th Prize.	CLIPPER BICYCLE, '98 MODEL,	80 00
	<i>Grand Rapids Cycle Co., Grand Rapids, Mich.</i>	
13th Prize.	WASHBURN MANDOLIN, Style 175,	75 00
	<i>Lyon & Healy, Chicago, Ill.</i>	
14th Prize.	DAVIS SEWING MACHINE, No. 7,	70 00
15th Prize.	DAVIS SEWING MACHINE, No. 5,	65 00
	<i>Davis Sewing Machine Co., Dayton, Ohio.</i>	
16th Prize.	WASHBURN GUITAR, Style 267,	65 00
17th Prize.	No. 4 KODAK CAMERA,	50 00
	<i>Eastman Kodak Co., Rochester, N. Y.</i>	
18th Prize.	DAVIS SEWING MACHINE, No. 3,	50 00
19th Prize.	GENT'S GOLD-FILLED WALTHAM WATCH, ..	40 00
20th Prize.	LADIES' " " WALTHAM WATCH,	35 00
21st Prize.	No. 5 FOLDING KODAK CAMERA,	35 00
22d Prize.	No. 2 KODAK CAMERA,	32 50
23d Prize.	WASHBURN BANJO, Style 1,025,	25 00
24th Prize.	WASHBURN ZITHER, Style 125,	25 00
25th Prize.	GENTLEMEN'S SILVER WALTHAM WATCH, ..	20 00
26th Prize.	LADIES' SILVER WALTHAM WATCH,	20 00
Prizes 27 to 29, inclusive, will be		
	THREE EXCELSIOR SPLIT SECOND TIMERS, each,	16 00
Prizes 30 to 32, inclusive, will be		
	THREE EXCELSIOR TIMERS, SINGLE HAND, each,	7 00
	<i>Charles May, Boston, Mass.</i>	
Prizes 33 to 82, inclusive, will be		
	FIFTY VEEDER CYCLOMETERS, each,	1 50
	<i>Veeder Mfg. Co., Hartford, Conn.</i>	
Prizes 83 to 182, inclusive, will be		
	ONE HUNDRED ROLLED-GOLD GOOD ROADS PINS, each 1 00	
	<i>The Society Emblem Co., Providence, R. I.</i>	

**All of the above prizes will
be shipped to the winners
within two weeks.**

THE PRIZE WINNERS.

Name.	Residence.	Appl'ns.
1—J. A. S. Heath	Philadelphia, Pa.	2606
2—J. Samuel Stephenson	Philadelphia, Pa.	1711
3—J. H. Wright	Philadelphia, Pa.	1478
4—Keystone Bicycle Club	Pittsburg, Pa.	1228
5—Maro R. Thompson	Indianapolis, Ind.	1175
6—Samuel L. Tanguy	Philadelphia, Pa.	1164
7—Edw. P. Burnham	Newton, Mass.	910
8—Geo. L. Ebberts	Baltimore, Md.	760
9—Rochester Association, L. A. W.	Rochester, N. Y.	578
10—Henry F. Perry	Detroit, Mich.	547
11—H. McAllister	Philadelphia, Pa.	484
12—Century Wheelmen of New York	New York, N. Y.	425
13—Williamsport Wheel Club	Williamsport, Pa.	329
14—Racine Athletic Ass'n Wheelmen	Racine, Wis.	274
15—Illinois Cycling Club	Chicago, Ill.	250
16—F. M. Frohisher	New York, N. Y.	256
17—August Von Boecklin	Tacoma, Wash.	254
18—Robert B. Clark	Chippewa Falls, Wis.	240
19—Loren C. Cox	Quincy, Ill.	237
20—Dr. A. F. Wymann	New Bedford, Mass.	237
21—Courtland C. Earle	Providence, R. I.	226
22—Montclair Athletic Club	Montclair, N. J.	219
23—Grand Rapids Wheelmen's Club	Grand Rapids, Mich.	216
24—L. A. W. Club	St. Paul, Minn.	210
25—Lincoln Holland	Worcester, Mass.	204
26—North Side L. A. W. Club	Milwaukee, Wis.	203
27—Portland Wheel Club	Portland, Me.	194
28—Capital City Cyclers	Harrisburg, Pa.	190
29—Miss M. L. McMurtry	Philadelphia, Pa.	186
30—Atlanta Wheelmen	Newark, N. J.	161
31—Kenilworth Wheelmen	Philadelphia, Pa.	160
32—'97 State Meet Club	Des Moines, Ia.	159
33—Miss S. E. Martin	Coney Island, N. Y.	144
34—The West End Wheelmen	Wilkes Barre, Pa.	139
35—Lyman P. Case	Winsted, Conn.	139
36—L. W. Hartwell	Keene, N. H.	127
37—H. M. Montgomery	Portland, Oregon	123
38—F. H. Fenner	Bay City, Mich.	121
39—Chas. J. Scherer	Memphis, Tenn.	121
40—Phillipsburg Wheel Club	Phillipsburg, Pa.	116
41—W. M. McCormack	Minneapolis, Minn.	114
42—Elmwood Wheelmen	Providence, R. I.	114
43—L. A. W. Consuls	Lynn, Mass.	109
44—W. H. McCord	Omaha, Neb.	106
45—F. W. Burbank	Nashua, N. H.	100
46—W. H. Andrews	Boston, Mass.	100
47—Quequeant Wheelmen	Fall River, Mass.	94
48—Warren Cycle Club	Warren, Pa.	92
49—Will G. Saxton	Canton, O.	92
50—J. W. Bragdon	Boston, Mass.	90
51—J. G. Hartzell	Reading, Pa.	90
52—Edgar F. Bliss	Jamaica Plain, Mass.	89
53—T. T. Eckert, Jr.	New York, N. Y.	88
54—A. B. Lynn	Berwick, Pa.	85
55—Columbus Cycling Club	Columbus, O.	82
56—Ogborn & Bishop	Philadelphia, Pa.	81
57—Torrington Wheel Club	Torrington, Conn.	80
58—N. Y. City Consulate, L. A. W.	New York, N. Y.	79
59—Narragansett Wheelmen	Providence, R. I.	79
60—Brunswick Bicycle Club	New Brunswick, N. J.	78
61—Alex. R. Keltie	Roxbury, Mass.	76
62—T. Peter Pinard	Manchester, N. H.	74
63—W. Hart Smith	Philadelphia, Pa.	68
64—F. W. Houck	Philadelphia, Pa.	61
65—A. Liebman	New York, N. Y.	61
66—Rose of N. E. Wheel Club	Norwich, Conn.	61
67—Albert T. Pfefferkorn	Baltimore, Md.	60
68—Bertram Harriott	Boston, Mass.	60
69—Walter E. Winslow	Philadelphia, Pa.	58
70—G. F. Kast	Louisville, Ky.	56
71—Yonkers Bicycle Club	Yonkers, N. Y.	55
72—Kanawoola Cycle Club	Elmira, N. Y.	53
73—Jacob A. King	New York, N. Y.	52
74—Miss Sadie E. Hunson	Cambridgeport, Mass.	51
75—Vim Bicycle Club	Newark, N. J.	49
76—Geo. E. West	Brooklyn, N. Y.	48
77—Samuel M. Warns	Baltimore, Md.	48
78—Harry Haxler	Ann Arbor, Mich.	47
79—Adolph Petzold	Philadelphia, Pa.	43
80—Richard F. Junker	New York, N. Y.	43
81—"The Spinners"	San Diego, Cal.	41
82—H. C. F. Smith	Los Angeles, Cal.	39
83—Mrs. J. W. Geissler	Newark, N. J.	38
84—Otto Eichenlohr	New York, N. Y.	38
85—Dr. J. Wilkes O'Neill	Philadelphia, Pa.	37
86—C. G. Engle	Columbia, Pa.	35
87—Dr. W. H. Hertz	Hazleton, Pa.	35
88—Floyd W. Pierce	Trinidad, Col.	35
89—W. Austin Amory	Chicago, Ill.	34
90—Kanawha Wheelmen	Charleston, W. Va.	33
91—Samuel J. Kerr	Bellevue, Pa.	33
92—D. B. Landis	Lancaster, Pa.	32
93—Harvey W. Steele	Watertown, N. Y.	31
94—John H. Kerr	Philadelphia, Pa.	28
95—E. J. Haynes	Cadillac, Mich.	28
96—Louis P. Bennett	Mansfield, O.	28
97—Arthur Whitaker	Needham, Mass.	27
98—Arrow Cycle Club	Du Bois, Pa.	27
99—Chas. W. Pierce	Brighton, Mass.	27
100—D. D. Young	Atlantic City, N. J.	27

THE PRIZE WINNERS.—Cont'd.

Name.	Residence.	Appl'ns.
101—H. A. George	Charlottesville, Va.	26
102—Henry E. Challis	S. Danville, N. H.	25
103—C. E. Lloyd, Jr.	Lansdowne, Pa.	25
104—H. M. Macleod	Medford, Mass.	25
105—H. W. Robinson	Waltham, Mass.	25
106—Edw. C. Leathe	Woburn, Mass.	24
107—A. L. Twiford	Philadelphia, Pa.	24
108—Thos. K. Bell	Philadelphia, Pa.	23
109—Robt. J. Kingwalt	Philadelphia, Pa.	23
110—Wm. H. Jordan	Boston, Mass.	22
111—Alvin G. Brown	Malden, Mass.	21
112—E. F. Delvin	Jersey City, N. J.	21
113—J. E. Lamb	Greenfield, Mass.	21
114—Willie Lillywhite	St. Augustine, Fla.	21
115—Fred. Whittemore	Nashua, N. H.	21
116—Howard George	Frankford, Pa.	20
117—C. S. Henry	Westboro, Mass.	20
118—Fred. U. Smith	Chicago, Ill.	20
119—C. B. Bliven	Westerly, R. I.	19
120—Monroe W. Coburn	Springfield, Mass.	19
121—H. S. Earle	Detroit, Mich.	19
122—Mrs. S. M. Nevil	Philadelphia, Pa.	19
123—Hugh Rolston	Mobile, Ala.	19
124—Geo. L. Snyder	Philadelphia, Pa.	19
125—Louis J. Van Alstyne	Webster, N. Y.	19
126—Dull & Hopper	Philadelphia, Pa.	18
127—E. Stanley Thomas	Fremont, O.	18
128—Henry D. Baylor & Co.	Jamaica Plain, Mass.	17
129—Morris Epstein	New York, N. Y.	17
130—Frank C. Flint	Chicopee Falls, Mass.	17
131—Edw. S. Reed	Atlantic City, N. J.	16
132—Chas. D. Beard	Port Huron, Mich.	15
133—A. B. Eddowes	Philadelphia, Pa.	15
134—E. C. J. Smith	Ogdensburg, N. Y.	15
135—E. C. Adams	Battle Creek, Mich.	14
136—Jos. Barclay	Turtle Creek, Pa.	14
137—C. B. Edgerton	Lyndonville, Vt.	14
138—Dr. Robt. T. Grime	Philadelphia, Pa.	14
139—Mohawk Wheelmen	Schenectady, N. Y.	14
140—Chas. W. Barnekov	Perth Amboy, N. J.	13
141—J. F. Clark	Oregon City, Ore.	13
142—L. J. A. Lessner	Ridgeway, Pa.	13
143—R. L. Stewart	Roselle, N. J.	13
144—F. M. Taylor	Chicago, Ill.	13
145—Sam'l G. Weikel	Philadelphia, Pa.	13
146—Bert G. Gartin	Durango, Colo.	12
147—Louis Geyler	New York, N. Y.	12
148—Frank H. McKee	Springfield, Mass.	12
149—Wallace D. Baker	Selingsgrove, Pa.	11
150—W. E. Young	Anglesea, N. J.	11
151—Fostoria Bicycle Club	Fostoria, Ohio.	10
152—A. C. Kinney	Cortland, N. Y.	10
153—Myrtle Wheelmen	Baltimore, Md.	10
154—F. R. Perry	New Haven, Conn.	10
155—F. M. Strong	Arkansas City, Kans.	10
156—Albert Wain	Ocean View, N. J.	10
157—Geo. F. Williams	Newtonville, Mass.	10
158—J. H. Zahn	Chicago, Ill.	10
159—Jas. Ashlin, Jr.	Philadelphia, Pa.	9
160—Jos. H. Dennis	Bloomburg, Pa.	9
161—Palatine Cycling Club	Palatine Bridge, N. Y.	9
162—F. W. Weaver	Attleboro, Mass.	9
163—A. S. Zinn	New York, N. Y.	9
164—C. L. Petze	Washington, D. C.	8
165—Geo. S. Proctor	Wilton, N. H.	8
166—John H. Putnam	Boston, Mass.	8
167—W. M. Ingold	New Vienna, Ohio.	7
168—F. L. Parkhurst	Everett, Mass.	7
169—Penn Wheelmen	Philadelphia, Pa.	7
170—J. Maurice Dickson	Youngstown, Ohio.	6
171—D. M. Easter	Altoona, Pa.	6
172—Julius Hamburger	Baltimore, Md.	6
173—Chas. P. Heermance	Claverack, N. Y.	6
174—Frank C. Kimball	Boston, Mass.	6
175—Miss Kate McConaghy	Philadelphia, Pa.	6
176—C. S. McMulleu	Rutledge, Pa.	6
177—C. L. Miller	Kalamazoo, Mich.	6
178—R. M. Mugridge	Malden, Mass.	6
179—E. L. Remsburg	Fayetteville, N. C.	6
180—Jacob Rubsam	New York, N. Y.	6
181—Chas. W. Smith	Vailsburg, N. J.	6
182—Jos. S. Smith	Baltimore, Md.	6
183—Burton B. Spafford	Batavia, N. Y.	6

SOME MEMBERSHIP STATISTICS.

The following figures are of interest, as showing the relative number of applications and renewals received during the years '96 and '97, and also in showing the effect of the prizes offered by the

L. A. W. BULLETIN.

The total number of members in the L. A. W. January 1st, 1896, was 38,477

The total number of members January 1st, 1897, was 72,879

The total number of members January 1st, 1898, was 102,636

Making the actual increase in membership during '96, 34,402 and during '97, only 29,755

In other words, starting with a membership of 38,477 at the beginning of '96, the actual increase was 89 per cent, while the total increase during '97, starting with a total membership of 72,879 was but 40 per cent. In spite of the fact that the increase during '97 lacked 49 per cent. of being what it was in '96, the total number of *new* names received during '97 is 8,219 *more* than those received in '96.

We give the above facts and leave the reader to judge as to the part the L. A. W. BULLETIN Competition has played in the membership of the League.

I desire to thank the many competitors for their interest in the competition. All prizes are being awarded and shipped as fast as possible. The undertaking has been an expensive one on my part, and one which I could ill afford to repeat, though I certainly do not regret having tried the experiment.

STERLING ELLIOTT.

A State of Nature.

The mighty mountain's sides are bare,
The river leaves its bed,
The trees toss naked limbs in air,—
The sunset blushes red.

The South Carolina Good Roads Association has been organized and will endeavor, by suitable agitation, to develop a vigorous good roads sentiment in the State.



CYCLERS' SNAP SHOTS.—TRIBOLITE CREEK, GOSHEN, OHIO.

Photo. by G. W. Pettit, Cincinnati, Ohio.

If you break a resolution don't throw it away, but try to mend it.

If you will take care of the days the years will care for themselves.



RHODE ISLAND'S 1897 WORK — RESOLUTIONS OF THANKS.

The report of G. Richmond Parsons, chairman of the Rhode Island Highway Improvement Committee, presented at the recent annual meeting of the Division, shows good work accomplished during the past year. Good roads literature has been freely distributed; a Wide Tire Law prepared, and passed by the legislature; an amendment to the Guide Board Law secured; the use of grooved rails, instead of side-bearing rails, promised for car tracks in Providence; the relative merit of different forms of street paving investigated, and good road talks, illustrated by stereopticon views, given in a number of places.

The road investigation resulted in the conclusion that "in places where the traffic was too severe for a macadam road, a perfect pavement was yet to be discovered, and that although asphalt was hot in Summer, and at times dusty, its susceptibility to ready repair, the great comfort to passengers on vehicles of every description, the saving of power for hauling or propelling them, the saving of wear and tear and the great diminution of street noises, warrant a further extension of its use." A special committee of the Providence city council afterwards reported favorably on it.

At the road talks, Mr. E. G. Harrison, expert of the Bureau of Road Inquiry, made addresses; General Stone co-operated with the work, and Governor Dyer "left no stone unturned to exploit the subject and to call the attention of all classes in the State to the advantage of good roads." So great has been the work accomplished by them that, at the meeting of the State Division, the following resolutions were unanimously passed:

"Whereas, We have observed with pride and satisfaction the work of His Excellency, Governor Dyer, in behalf of the campaign of education and agitation for good roads now being conducted in this State; therefore, be it

"Resolved, That we, members of the Rhode Island Division of the League of American Wheelmen, at this, our annual meeting, do hereby take the opportunity publicly to express our approval and grateful appreciation of his efforts.

"Whereas, We are well aware that the Office of Road Inquiry, United States Department of Agri-

culture, is a great factor in the good roads movement now permeating this State; therefore, be it

"Resolved, That we, members of the Rhode Island Division of the League of American Wheelmen, at this, our annual meeting, do hereby tender our sincere thanks to General Roy Stone, director of that office, for the interest and attention he has given to this State, both personally and by detailing his chief expert, Mr. E. G. Harrison, to Rhode Island."

A CHANCE FOR WHEELMEN.

The road from Wappinger's Falls, N. Y., to Fishkill-on-Hudson is wretchedly bad, says a local paper, and has lately been injurious to horse, harness and vehicle to attempt to use it, and it asks, "where are the scores of bicyclists living in this vicinity, and what are they doing, or thinking, to let this thing exist. It is time for you wheelmen to be up and doing, pushing along with you public sentiment, and arouse it to an energy sufficiently potential to bring about a betterment of our suburban roads."

DIFFERENT FORMS OF PAVEMENT.

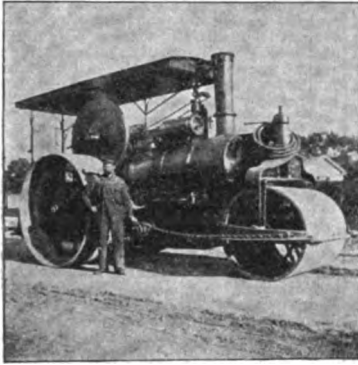
There is no one variety of pavement suited to all degrees and forms of traffic, says the *Municipal World*. "Granite block pavement is the most durable which can be constructed, requires but little repair and is well adapted to steep grades, but is rough, noisy and trying on the hoofs of horses. Asphalt is a very smooth and agreeable pavement on which to drive, is handsome, sanitary and may be kept very clean, but is less durable than granite, and cannot be used on steep grades. Vitified brick is fairly well adapted to steep grades, ranking next to granite in the foothold afforded horses, is smooth and less noisy than granite, is very agreeable for driving or wheeling, may be kept very clean, but is less durable than either granite or asphalt. Crushed stone (macadam) is the most agreeable for driving, is not noisy, is superior to all in safety, is adapted to steep grades, but under excessive traffic is very expensive to maintain."

A VOICE FROM MAINE.

A gentleman of obvious discernment, whose card describes him as "professional hunter and guide," says that "good roads is a card that should make your [the L. A. W.] membership a thousand fold larger than it is; but the dear public has a thick head, and only a steady pound and no let up will drive an idea into it. Education and votes are the powder and grape-shot of reason and common sense."

To keep down the cost of repairing macadamized roads as low as possible, they must receive constant attention, and all ruts and depressions be filled up as soon as they appear.

This is the season of the year to watch the roads. A road that is genuinely good is fit for traffic at all seasons.



"IT MAKES GOOD ROADS."

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



ROAD NEAR NEW MILFORD, N. J.

Photo. by Geo. G. Humphrey, Englewood, N. J.



WASHOUT AFTER A STORM AT ONSET, MASS.

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

HOW A VICTORY WAS WON.

At an election last month Sacramento County, Cal., voted to bond itself for \$75,000 for constructing a macadam road from Sacramento to Folsom, a distance of twenty miles. A great deal of preliminary work was done in agitating the matter and educating the voters, and proved so successful that it is worth explaining. The chairman of the campaign committee says:

"In the first place, the campaign committee partitioned the city into small districts, and commenced operations with a canvass of these sub-divisions. About two weeks ago we received returns from 150 willing workers. These returns showed us what we could expect, and I must say that they were flattering. Out of a thousand interviews, for instance, we found in the neighborhood of one hundred persons on the wrong side—an average of ten to one, while all we required was two to one.

"A skilled clerical force were then put at work, and those favorable were listed by districts. These lists, in addition to serving the committee on election day, enabled us to send to each man who stood on our side a postal card, which was, on the night preceding election, mailed to him, and which bore his number on the Great Register, together with a designation of his polling place and a request for him to vote.

"With these lists at the various polling places our forces were able to keep tab on those who voted, and send for those who did not put in an appearance. The liverymen and hack-owners through the city very loyally tendered us a free service in this respect, and if there was a favorable voter for the bond issue who did not reach the polling place it was not due to lack of accommodations in the way of vehicles, nor because he was not sent for. The fight throughout the country was conducted on the same general lines as in the city."

The Delaware Division, L. A. W. will push road improvements and endeavor to secure a good highway from one end of the State to the other.

EFFECT OF WIDE TIRES.

"Generally the roadbeds at this time of the year are very rough and uneven," says the *Saugerties Post*, "but through the village at present they are very smooth. This is caused by the wide tires with which all wagons carrying heavy loads are now equipped. No one would want a more convincing proof of the good road-making qualities of wide tires than this."

RHODE ISLAND WIDE TIRE LAW.

After April 1, 1902, no vehicle may be used unless the width of the tires shall be proportioned to the size of the axle. The axle is understood to be iron or steel, or other material not greater in load-carrying capacity. Axle measurements mean the size in inches of "either the diameter or the square of the axle at the shoulder thereof." The proportions are:

SIZE OF AXLE.	MINIMUM WIDTH OF TIRE.
1 $\frac{3}{8}$ inches,	1 $\frac{5}{8}$ inches.
1 $\frac{1}{2}$ inches,	1 $\frac{3}{4}$ "
1 $\frac{5}{8}$ 1 $\frac{3}{4}$ inches,	2 $\frac{1}{2}$ "
1 $\frac{7}{8}$, 2, 2 $\frac{1}{8}$ inches,	3 $\frac{1}{2}$ "
2 $\frac{1}{4}$, 2 $\frac{3}{8}$, 2 $\frac{1}{2}$, 2 $\frac{5}{8}$,	4 "
2 $\frac{3}{4}$ 2 $\frac{7}{8}$ 3 inches,	5 "
Larger than 3 inches,	6 "

After April 1, 1898 no vehicle may be fitted with new wheels or rims, except in above proportions.

Fire departments, vehicles running on rails or tramways, and rubber tired vehicles are excepted.

Fines of from ten to twenty dollars are provided for infringement of the law.

The farmers along a road in Central New York have donated twelve hundred tons of stone, picked from around their farms, for road improvement purposes, and a neighboring stone crusher has been rented to properly prepare the material for use.

Never allow pools of water to stand on a road. If a road is not properly drained it cannot long remain good.

League of American Wheelmen

... Official Department ...

Officers for 1897 and 1898.

President, ISAAC B. POTTER, Potter Building,
New York City.
1st Vice-President, A. CRESSY MORRISON,
Care of Scott & Bowne, New York city.
2d Vice-President, C. FRANK KIRKNER,
148 Ellison St., Paterson, N. J.
Treasurer, JOHN W. CLENDENING,
269 14th St., Portland, Oregon.
Secretary, ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

Standing Committees.

Executive and Finance.

THE PRESIDENT AND VICE-PRESIDENTS.
Membership Committee.

GEO. L. COOKE, Box 1101, Providence, R. I.
Highway Improvement.

OTTO DORNER Milwaukee, Wis.

Racing Board.

ALBERT MOTT, Park Heights,
near Kate Ave., Baltimore, Md.
A. D. WAIT, Cohoes, N. Y.
GEO. W. DORNER, 175 Blackstone St., Boston, Mass.
HERBERT W. FOLTZ, Indianapolis, Ind.
W. I. DOTY, Denver, Colo.
HENRY S. DIXON, Dixon, Ill.
HENRY GOODMAM, 132 Sixth St., Portland, Ore.

Transportation.

BURLEY B. AYERS, 924 Walnut St., Chicago, Ill.

Rules and Regulations.

E. KOSTOMLATSKY, Cedar Rapids, Ia.

Rights and Privileges.

WALTER S. JENKINS,
706 Mooney-Brisbane Bldg., Buffalo, N. Y.

Auditing Committee.

J. FRED ADAMS, Haverhill, Mass.

RENEWAL LIST NO. 1.

Including renewals from Jan. 3d, 1898, to Jan. 7th, inclusive.

Alabama	New Jersey	13
Arizona	New Mexico	
Arkansas	New York	61
Colorado	1 North California	1
Connecticut	7 North Carolina	1
Delaware	North Dakota	
District Columbia	Ohio	4
Florida	6 Oklahoma	
Georgia	Oregon	
Idaho	Pennsylvania	16
Illinois	8 Rhode Island	6
Indiana	4 South California	
Iowa	1 South Carolina	3
Kansas	1 South Dakota	
Kentucky	Tennessee	1
Louisiana	Texas	1
Maine	Utah	
Maryland	3 Vermont	
Massachusetts	17 Virginia	
Michigan	5 Washington	
Minnesota	1 West Virginia	1
Mississippi	Wisconsin	
Missouri	8 Wyoming	
Montana	Canada	
Nebraska	Foreign	
Nevada	Mexico	
New Hampshire	2 Indian Territory	172

TO SECRETARY-TREASURERS. — RENUMBERING.

Assuming that you keep your roll by the card index system, I want to give a few facts and make a few suggestions relative to the change that has just been made. And first of all let me explain how my index is kept. We have one index where the cards are arranged in numerical order. These cards contain the full record of member, tell when he joined and from what Division, and tell also his date of renewal each year, and the Division to which he was assigned in each case. Transfers are also entered on these cards. Under our scheme of membership every member who joined previous to

March 31, 1895, must renew on the first of April in each year. All these are on blue cards. After the date aforesaid every card runs out on the month and day shown on the card. All these are on white cards. Another index holds the cards in alphabetical order, and is merely a finder. We use yellow cards for this. This index comes in play when we have a man's name only and want his number. It is of much less importance than the numerical list, but it requires three times as much time to keep it perfect.

Before renumbering we took out all cards that had not been renewed up to and including May 8, 1897. After that we numbered every card. The doors are closed to the renewal of all memberships that expired before May 8. In order to give members a reasonable chance to reclaim membership the way is open on all dates later than May 8, No. 105,104. This will explain why our numeration is larger than our actual membership.

It was an easy task to take the numerical list as it stood in regular order and put on the new members in sequence. It was stated on the floor of the Assembly, last February, that such a job could easily be done in two weeks. We found that a clerk could do no more than 1,500 in a day, and he had 120,000 cards to number. It was not possible to use more than one clerk at this work. The new numbers will be given out on the renewal sheets which will contain both old and new numbers. Find your man by the old number and write in the new. Keep the old and new numbers on your record. For years to come men will try and find their numbers to send you, and will take the same from an old ticket. You will have use for both numbers.

In checking renewals we economize space and time by using a number to indicate a date. Calendars are issued that give the number of the day for the year as well as for the month. We use the yearly number. We have these calendars prominently displayed and, having the number, we easily get the date. Our checkers start in the morning with the yearly number in mind and use it to check cards all through the day. We save a deal of writing by this method. We will furnish a calendar of this kind if desired. All the pad calendars have the yearly number.

If you keep an alphabetical list, you will have duplicate numbers, the old and the new. How will you tell them apart? Up to January 1st, we numbered all our alphabetical cards in red ink. From that date we shall use blue ink. This will show whether a card is new or old.

To renumber our alphabetical list we can find a man's card on numerical list, and then go to the alphabetical list, look up that card, and write in the new number. We estimate that this would take a smart worker a full year to complete the job, working ten hours a day. We are writing up a book which shows the old and new number of each member. This record will fill a book of 600 large pages. It will be useful in many ways, and especially useful as a short way to renumber the alphabetical list.

On the back of the ticket which will be issued in 1898, I have printed a table by which any member may tell at a glance just what year he joined the League.

I give you these facts in order that you may harmonize your system with mine, so that we can work together. Any further hints or suggestions I shall be glad to give you.

FRATERNALLY,
ABBOT BASSETT, Secretary.

MASSACHUSETTS DIVISION.

Some one left a wheel some two months ago at y Massachusetts hotel and never called for same. If any member of this division lost a wheel under those conditions and can prove property, write, enclosing return postage, to Arthur K. Peck, Secretary.

ARTHUR K. PECK, Sec.-Treas.

BOSTON, Jan. 3, 1898.

IOWA DIVISION.

I am especially anxious to make my appointment of local consuls for the different cities and locations, in order that the machinery of the division may get in working order at once, and to that end want to enter into correspondence with a good, live member in every town and hamlet in the State. Under the new Constitution and By-Laws, local consuls will be given more authority and power than formerly. Let me hear from every town in the State within ten days from the appearance of this notice.

FRATERNALLY,
A. C. MILLER, Chief Consul.

DES MOINES, IA., Jan. 3, 1898.

FLORIDA DIVISION.

I give notice that I have made the following appointments at Jacksonville, Fla.:

L. A. W. Hotel. — The Windsor, rate, \$3.00 up; discount to L. A. W. members, 20 per cent.
L. A. W. Repair Shop. — G. C. Pease, Julia and Forsyth streets; discount, 15 per cent.

GEO. L. BAHL, Chief Consul.

JACKSONVILLE, FLA., Jan. 4, 1898.

IOWA DIVISION.

Proprietors of Iowa Hotels, Attention: — I desire to appoint one hotel in every city in the State to be

known as the "League Hotel." We do not expect to ask for reduced rates, as the Iowa Division members are able to pay for what they get, but we do ask that you will sign a contract to keep the League certificate and League sign in a prominent place where it will be seen by the public, and that you will furnish clean and comfortable lodging to our members. We will further require that at least one interested in the management of the hotel shall be a member of the Division. Any one desiring to comply with the above please write the undersigned.

A. C. MILLER, Chief Consul.

Iowa Div., L. A. W.

DES MOINES, IA., Jan. 3, 1898.

NEW HAMPSHIRE DIVISION.

QUARTERLY MEETING.

First quarterly meeting of the Board of Officers for 1898 was held at the Calumet Club, Manchester, Dec. 28, 1897, with every member of the Board in attendance. Treasurer's report showing a balance December 1st of \$403.21 was read and accepted.

Robert H. Scott of Manchester and Frank A. McMaster were elected delegates to the National Assembly. — Voted that the Division's representation at St. Louis be left with the Chief Consul.

On motion, Dr. Nute, it was voted that delegation go unstructured on the question of admission of professionals.

On motion, Mr. Chamberlen, it was voted that the delegation be pledged to oppose Sunday racing in any form.

On motion, Mr. Porter, it was voted that the delegation go unstructured on question of the presidency.

On motion, Dr. Nute, it was voted that question of maps be left with the Chief Consul and Secretary-Treasurer.

On motion, Mr. Pressler, it was voted that the New Hampshire Division guarantee charges not exceeding \$25 to any hospital in the State for treatment of any member of the New Hampshire Division, L. A. W., for injuries received while riding a bicycle.

Wallace L. Mason, Charles C. Buffum and Harry B. Hurd, all of Keene, were elected a Finance Committee for the ensuing year.

The Secretary-Treasurer was authorized to furnish press news to the various papers in the State during the coming season, and Mr. Chamberlen was authorized to furnish electrotype headings to such papers as would use them.

On motion, Mr. Fisher, meeting adjourned at 10.30 P. M.
ROBERT T. KINGSBURY, Sec.-Treas.

NEW JERSEY DIVISION.

In addition to the chief consul, vice-consul and secretary-treasurer, the following seventeen delegates will represent New Jersey at the National Assembly, to be held in February:

Herbert W. Knight, Prudential Bldg.,	Newark
R. R. Chiswell,	Paterson
A. S. Kimball,	Bloomfield
John W. Kelly, Jr.,	Woodbury
M. B. Rudderow,	Merchantville
Mr. Chas. H. Budd, 38 Rector st.,	Newark
T. J. Emery,	Atlantic Highlands
Frank Eveland, 554 Communipaw av.,	Jersey City
Jas. Barber,	Englewood
L. G. Salmon,	Hackettstown
U. F. Roelker,	Hoboken
John Salisbury,	Arlington
Dr. Harvey Iredell,	New Brunswick
E. O. Chase, 43 Lawrence st.,	Newark
Jas. G. Lee, Union Cash Register,	Trenton
Geo. H. Mallalieu,	Paterson
Geo. B. Minshall,	Montclair

As the entire delegation will not be at the Assembly, would like you to forward blank proxies to them as soon as possible, in order that we may collect same in without delay.

Yours Fraternally,

JAMES C. TATTERSALL, Sec.-Treas.

TRENTON, N. J., Dec. 30, 1897.

RHODE ISLAND DIVISION.

At the annual meeting of the Board of Officers, held Dec. 29, 1897, it was voted

To continue same Finance Committee.
To appropriate \$355.22 for use of Highway Improvement Committee.

To appropriate \$30 for system of road reports.

To give the Highway Improvement Committee charge of guide-board.

To order "Honor Badges."

To increase Secretary-Treasurer's salary \$50 per annum.

To allow Secretary-Treasurer \$25 for extra work during past year.

To send not to exceed four delegates to National Assembly at expense of Division.

The following delegates were elected:

Howard L. Perkins,	Providence
G. Richmond Parsons,	"
James Smith,	"
Porcy A. Harden,	"

NELSON H. GIBBS, Sec.-Treas.

PROVIDENCE, R. I., Jan. 4, 1898.

NEW YORK STATE DIVISION.

CONDENSED REPORT.—CONCLUDED.

By Mr. Gibb:

"Resolved, That every representative of the New York State Division attend the National Assembly at St. Louis, if possible; and be it further

"Resolved, That the New York State Division appropriate \$500 to help defray the expenses of said representatives; and be it further

"Resolved, That the \$500 so appropriated be divided pro rata among the representatives who attend the National Assembly; but no representative is to receive a sum greater than \$75; and, be it further

"Resolved, That each representative pay his own expenses to and from the National Assembly; and be it further

"Resolved, That the Secretary-Treasurer of the New York State Division remit to each representative who attends the National Assembly, his proportionate share of the amount appropriated, on presentation of proper vouchers, as soon as convenient after the close of the National Assembly."

The above was amended by Mr. Sims, who moved to strike out "\$500" and substitute "\$1,000." The original motion of Mr. Gibb as amended by Mr. Sims was then adopted.

Upon a motion, the annual meeting of the Board of Officers was declared adjourned.

W. S. BULL, Sec.-Treas.

Report of the Secretary-Treasurer.

To the Board of Officers:

The beginning of a new year finds the New York Division still maintaining its position as the premier Division of the League of American Wheelmen, notwithstanding the unparalleled advance made by Pennsylvania. Within the last year we have added 13,936 new members to our roll, and have reached a point never before attained by any Division of the League, our total membership at the date of this report being 25,926.

During the past three years, under the able leadership of ex-Chief Consul Isaac B. Potter, this Division has made magnificent progress, as the following statistics will prove: On Nov. 29, 1894, our Division was the third in standing, with 3,021 members, not quite 12 per cent. of the League. At the end of the first year, Nov. 29, 1895, we had attained first place, with 9,887 members, over 25 per cent. of the League. The second year closed on Nov. 27, 1896, with a membership of 20,428, 28 per cent. of the League. While on the 30th of November, this year, our membership was nearly 27 per cent. of that of the League of American Wheelmen. The membership of the New York State Division is now 1,265 more than the total membership of the entire League on Dec. 1, 1894, when our Executive Committee, now retiring from office, assumed control of the Division management.

Of the 54,433 members recruited by the League in the year just ended, 13,936, or over 25 per cent., were recruited by the New York State Division.

The total membership of the L. A. W. (consisting of 44 divisions) on Dec. 1, 1897, was 101,826, a gain of 29,376 in the past year, of which gain New York contributed 6,478, or over 22 per cent. of the entire gain, and nearly 20 per cent. of the combined gain made by all of the rest of the Divisions.

During 1896, to stimulate the work of enlarging our membership, a plan was devised and put into successful operation by ex-Chief Consul Potter for the formation of an Honor Committee, which any member of our State Division might join. During 1897 1,780 of our members have registered as applicants for committee certificates and honor badges, and as a result of their efforts 8,823 new members have been added to our rolls, 482 certificates have been issued, and 202 honor badges have been earned and delivered to members whose efforts have entitled them to be thus rewarded.

Of the applications for membership sent to Secretary of the League from this State 9,473 passed through this office.

At the annual meeting of this Division, held in this city, Dec. 30, 1895, on motion of Mr. Charles T. Raymond, of Lockport, it was resolved, "That the Chief Consul be, and hereby is, instructed to issue a standing reward of \$25, to be paid from the Division treasury, for the arrest and conviction of any person stealing a bicycle from any member of this Division. The right shall be reserved to the Executive Committee to withdraw the offered reward on thirty days' notice." As the offer of this reward has not accomplished the results desired, I beg to submit the following plan for your consideration: In my opinion this reward should cover only bicycles having attached a distinctive numbered plate, to be issued by the Division. It is intended to keep on file in this office a full description of each bicycle protected by a reward plate. Immediately on receipt of notice of a theft the Secretary-Treasurer will notify the police department of the principal cities and towns by mail and through the press.

The plate will not only serve as a protection against theft, but will insure careful handling on transportation lines and at hotels, as it will have on it the L. A. W. emblem, and it will also serve as a ready means of identification. The plate will be fastened to the bicycle in such manner that the removal of it will show

plainly. The police departments will be notified to satisfy themselves as to the proper ownership of a bicycle bearing these marks.

This department of our work should be made self-supporting, for reasons shown elsewhere in this report. In order to defray the cost of the plates, to pay for keeping the records in this office, for stationery, postage, and the amount of the reward, a small fee should be charged, not to exceed fifty cents.

This office is indebted to the generosity of Messrs. Browning, King & Co., of New York city, for twelve bound volumes of the "L. A. W. Bulletin," dating from July 2, 1885, to April 24, 1891; to Mr. N. H. Van Sicklen, of Chicago, for two bound volumes from March 22, 1894, to Jan. 31, 1895, and to Mr. Sterling Elliott for five bound volumes of the "Bulletin," dating from April 5, 1895, to June 25, 1897. A gift of the volumes necessary to complete the set would be greatly appreciated.

For the information of this Board I have prepared an estimate of the income of the Division for the coming fiscal year, based on the receipts from renewals and applications for the year just ended, as follows:

19,000 renewals at 35 cents	\$ 6,650
13,000 applications at \$1.35	17,550
Total	\$24,200

In connection with this estimate I beg to call your particular attention to the following facts: As our total membership increases from year to year, the average income per member decreases very materially, and will continue to so decrease, owing to the constantly increasing proportion of renewing members, and the decreasing proportion of new members.

For instance: For the fiscal year ending Dec. 1, 1895, with a membership of 9,687 and a total income from membership fees and dues of \$10,560.45, the average income per member was \$1.09. For the year ending Dec. 1, 1896, with a membership of 20,428 and a total income of \$20,428.80, the average income per member was \$1.00. For the year just ended the income received from 26,900 members was \$23,372, an average of 87 cents per member, while, as shown by the estimate just given, for 1898, with an estimated membership of 32,000, the total income from membership fees and dues will be 24,200, an average per member of only 75 cents apiece.

With the increasing membership and the consequent largely increased expense, and the decreasing income per capita, it has only been through the most careful financing on the part of the Executive Committee, and the receipt of funds from sources other than membership fees and dues, that we have been able to make both ends meet. If the Division treasury, as in former years, received fifty cents from the annual dues paid by each member, and not thirty-five cents, as at present, it would materially reduce the wear and tear on the gray matter of the Executive Committee and of the Secretary-Treasurer. It would seem, taking into consideration that the Division recruits and renews the membership, and that, with the single exception of the "Bulletin," all of the direct personal benefits received by the individual member are paid for out of the Division treasury, the Division should receive, at least, one-half of the annual dues.

The difference between thirty-five cents at present received and fifty cents would have added over \$4,000 to our Division treasury this year.

The financial statement for the year past is as follows:

Financial Statement.

W. S. Bull, Secretary-Treasurer, in account with the New York State Division, from Dec. 1, 1896 to Dec. 1, 1897.

RECEIPTS.	
Balance on hand Dec. 1, 1896	\$3,655 57
Long Island Road Improvement Fund	633 06
	\$4,288 63
Membership account—	
13,936 applicants, at \$1.35	\$18,813 60
13,924 renewals, at 35 cents	4,858 40
34 transfers	25 00
Back dues	79 58
Fines	30 00
	\$23,516 57
Badge account—sale of cap pins and badges	389 60
Repair shop account—registration fees	135 00
Road book account—sales	\$102 95
Advertising	249 00
	441 95
Highway Improvement—sale pamphlets	16 32
Division Meet, Buffalo, September, 1895	8 00
	\$24,507 44
Total receipts	\$28,796 07

DISBURSEMENTS.

Abbot Bassett, Secretary L. A. W.
Membership account—

11 duplicates, at \$1.35	\$14 85
25 transfers	15 85
	\$30 70
Merchandise	21 05
	\$51 75
Division headquarters—	
Office rent	\$1,100 00
Clerks and stenographers	2,158 27
Printing, stationery and supplies	3,442 10
Postage	1,788 91
Telegrams	38 57
Express, freight and cartage	160 10
Mailing agency	138 60
Sterling Elliott, mailing lists	10 00
Expense	1 95
Office furniture	148 35
	\$8,886 94
Chief Consul—	
Allowance	\$1,250 00
Telegrams	90
Traveling expenses	54 55
Express charges	1 80
Stationery	1 00
Postage	2 00
	\$1,316 25
Vice-Consul—	
Printing, stationery and supplies	\$7 15
Postage	23 19
Traveling expenses	91 44
	\$121 78
Auditor—	
Printing, stationery and supplies	\$3 75
Postage	13 85
Telegrams	77
Traveling expenses	105 64
	\$124 01
Secretary-Treasurer—	
Salary	\$2,500 00
Traveling expenses	30 00
Premium on bond	30 00
	\$2,560 00
Committee on Rights and Privileges—	
Retainer	\$300 00
Stationery	8 00
Disbursements	12 16
	\$320 16
Highway Improvement—	
Printing, stationery and supplies	\$227 91
Postage	449 39
Telegrams	1 50
Express, freight and cartage	8 20
Traveling expenses	30 34
Stenographer	40 00
Mailing agency	127 16
	\$1,484 50
Road Books and Maps—	
Printing, stationery and supplies	\$7,076 72
Postage	1,259 81
Telegrams	66
Express, freight and cartage	10 45
Advertisement commissions	295 10
Draughtsmen	1,076 37
Mailing agency	164 10
Traveling expenses	5 25
	\$10,778 55
Racing Board, New York State Division—	
Printing and stationery	\$26 00
Postage	3 00
Telegrams	50
Express, freight and cartage	70
Traveling expenses	14 70
Stenographer	4 00
	\$48 90
Hotel Committee—	
Printing and stationery	5 00
Badge Account—	
Pin and button badges	\$318 30
"Sterling" badges	200 05
Honor badges	473 50
Mailing boxes	44 95
Traveling expense	36 00
	\$1,162 80
Danger Sign Boards—	
Sign boards	\$44 50
National Assembly, Albany, February, 1897—	
Expense	\$667 75
Brooklyn Cycle Show—	
Expense	\$7 78
Reward for Conviction of Bicycle Thieves—	
Rewards, six at \$25 each	\$150 00
Annual Mail Vote, 1897—	
Printing	\$123 60
Postage	270 00
Mailing agency	77 98
	\$471 58
Long Island Road Improvement Fund—	
Freight and cartage	\$6 80
	\$6 80
Total disbursements	\$28,203 23
Balance on hand, Dec. 1, 1897	502 84
	\$28,706 07

E. and O. E., New York, Dec. 1, 1897.

W. S. BULL, Sec.-Treas.

Audited and found correct:

George F. Blackham, Auditor.
Isaac B. Potter, Chief Consul.

ILLINOIS DIVISION.

ANNUAL MEETING BOARD OF OFFICERS.

The annual meeting of the Board of Officers of the Illinois Division, League of American Wheelmen, was held at the headquarters of the Chicago Consulate, 181 East Jackson Blvd., Chicago, on Saturday, Dec. 18, 1897. The meeting was called to order at 2 o'clock P. M., with Chief Consul Arthur in chair.

On motion a Committee on Credentials was appointed by the Chief Consul, consisting of George D. Locke, Henry C. Morse and Frank W. Moulton. Said committee reported that the following were entitled to sit at the meeting: William H. Arthur, Chief Consul, Chicago; Bernard Himrod, Vice Consul, Danville; George D. Locke, Secretary-Treasurer, Jerseyville.

REPRESENTATIVES.

First District,—H. M. Gardiner, Chicago; Arthur D. Black, Chicago; William C. Malley, Chicago; Frank L. Childs, Chicago; Granville W. Browning, Chicago; Frank W. Moulton, Chicago; George G. Greenburg, Chicago; H. E. Patterson, La Grange.

Second District,—C. D. Healy, Aurora; George D. Fletcher, Dixon, Ill.

Third District,—W. A. Connelly, Danville, Ill.

Fourth District,—Ben P. Schenck, Pekin, Ill.

Fifth District,—John L. Misner, Peoria; M. X. Chuse, Jr., Peoria, Ill.

Sixth District,—Chas. H. Robinson, Springfield, Ill.

Seventh District,—Herman H. Brown, Rushville, Ill.

Eighth and Ninth Districts,—Dr. L. F. Schussler, Alton.

At Large,—William Altman, Chicago; Gus Kohler, Galesburg.

LEAGUE CLUB REPRESENTATIVES.

Illinois Cycling Club,—F. B. Davidson, Fred Gerlach, E. A. Chisholm, Chas. Robinson, W. J. Hawkins, W. J. Riggs, A. J. Casion and R. T. Durrell, Chicago, Ill.

Peoria Bicycle Club,—Henry C. Morse, Frank H. Bush, H. G. Rouse, Peoria, Ill.

Capital City Cycling Club,—Jos. P. Murphy, Springfield.

Jerseyville Cycling Club,—Jos. F. O'Loughlin, Jerseyville.

Dixon Cycling Club,—Henry S. Dixon, Dixon, Ill.

Kankakee Ramblers,—Frank H. Holmes, Kankakee, Ill.

Danville Cycling Club,—O. L. Ridgely, Danville.

Freeport Cycling Club,—Frank W. Underwood, Freeport, Ill.

Belleville League Cyclers,—Albert Huckle, Belleville.

Chicago Cycling Club,—C. P. Root, Chas. E. Randall, Chicago.

Peoria L. A. W. Cycle Club,—John A. Bush, Jr., G. W. Winters and A. D. Campbell, Peoria, Ill.

Quincy Bicycle Club,—Dr. J. Roy Brown, Quincy, Ill.

The report was adopted and the committee discharged.

The calling of the roll showed the following present: Wm. H. Arthur, Bernard Himrod, Geo. D. Locke, Harry M. Gardiner, Arthur D. Black, Wm. C. Malley, Frank Childs, Frank W. Moulton, Geo. G. Greenburg, H. E. Patterson, Geo. D. Fletcher, W. A. Connelly, Ben P. Schenck, John L. Misner, M. X. Chuse, Jr., C. H. Robinson, Herman H. Brown, W. M. Altman, Gus Kohler, H. C. Morse, F. B. Davidson, Fred Gerlach, R. T. Durrell, Jos. P. Murphy, H. S. Dixon, O. L. Ridgely, Frank W. Underwood, Albert Huckle, C. P. Root, Chas. E. Randall, A. D. Campbell and Dr. J. Roy Brown.

At the request of Secretary Locke, Frank W. Moulton was appointed assistant secretary of the meeting.

On motion of Mr. Connelly, the reading of the minutes of the last meeting was dispensed with.

The reading of the reports of officers of the Division and of the various committees for the year 1897 being next in order, and the retiring Chief Consul, Fred Patee, not being present, his report was presented by John L. Misner and was read by Assistant Secretary Moulton.

Mr. Gerlach thereupon moved that all personal and insulting references and all statements derogatory to the best interests of the Division be eliminated from the report and that it then be returned to its author, Mr. Patee.

Mr. Greenburg then offered as a substitute motion, the following: That the report of the retiring Chief Consul be received, and that it then be returned to him as a report unfit in its present shape to be entered upon the records of the Division.

The motion of Mr. Greenburg was amended by Mr. Malley, that the report be not accepted, and that it be returned to the retiring Chief Consul with a request that he himself expunge from the report all remarks of a personal nature, together with all other objectional features.

The motion as amended by Mr. Malley was adopted, and Secretary Locke was instructed to return the report and write to Mr. Patee in accordance with the terms of the resolution.

Secretary-Treasurer Locke read his annual report.

On motion of Mr. Childs, the report was adopted, ordered spread upon the records, published in the official organ of the League, and a vote of thanks be extended to the Secretary-Treasurer for his full, complete and satisfactory report.

The majority report of the Executive Committee signed by Fred Patee and A. A. Billingsley was read, as was also a minority report signed by William H. Arthur for the Executive Committee, and on motion of Mr. Childs the minority report was adopted, ordered

spread upon the records and published in the official organ.

The Recruiting Committee submitted its report through its Chairman, Geo. D. Locke. On motion same was adopted.

John L. Misner, Chairman of the Rules and Regulations Committee, reported all the work done by that committee last year. On motion the report was adopted.

The report of the Road Improvement Committee was submitted by Henry C. Morse, and on motion of Mr. Gerlach the report was adopted, ordered spread upon the records, and published in the official organ.

Henry C. Morse, Chairman of the Hand Book Committee, submitted a report which on motion of Mr. Davidson was adopted, and ordered spread upon the records, and published in the official organ.

Henry S. Dixon, who was Chairman of the Racing Board during a portion of the year 1897, reported on the efforts of the committee to establish a State racing circuit. On motion the report was adopted.

Report of a special committee on road maps was read by its Chairman, Arthur D. Black. On motion of Mr. Locke, the report was adopted, ordered spread upon the records and published in the official organ, and that a vote of thanks be extended the committee for the work they have accomplished the past year.

Chas. E. Randall, Chairman of the Special Committee on Legislation, reported on the work done by the committee and its attempt to secure the passage of a law compelling railroads to carry bicycles as baggage. On motion of Mr. Altman, the report was adopted.

Next order of business being the election of delegates to the National Assembly, the Chief Consul, on motion of Mr. Gardiner, appointed a Nominating Committee, composed of R. T. Durrell, Jos. P. Murphy, W. M. Altman, H. C. Morse and Geo. D. Fletcher.

On motion of Mr. Malley, it was resolved that the delegates to be elected be bound by the united rule on all questions arising at the National Assembly, and that they go unincumbered. Same was adopted.

The Nominating Committee reported the following names as delegates to the National Assembly: Wm. C. Malley, Frank W. Moulton, Fred Gerlach, Granville W. Browning, Frank L. Childs, Chicago; Henry C. Morse, Peoria; Frank H. Holmes, Kankakee; Henry S. Dixon, Dixon; Andrew Lump, Springfield. On motion of Mr. Malley, the report of the committee was adopted.

On motion of Mr. Randall, the nine delegates named were declared elected, and the Secretary was instructed to cast the unanimous ballot for the Board of Officers. The ballot was so cast and the delegates were declared elected.

On motion of Mr. Brown, a committee of three was appointed to nominate members on all the standing committees for the ensuing year. Chief Consul appointed on this committee, Geo. D. Locke, Fred Gerlach and Henry C. Morse. The report of the committee was as follows:

Executive and Finance Committee,—Wm. H. Arthur, Chairman, Chicago; Bernard Himrod, Danville, and Chas. H. Robinson, Springfield.

Recruiting Committee,—Geo. D. Locke, Chairman, Jerseyville; H. A. Foss, Chicago; Jas. McCoy, Joliet; H. B. Kemp, Moline; Gus Kohler, Galesburg; John A. Bush, Jr., Peoria; Andrew Lump, Springfield; C. A. Spencer, Rock Island; W. H. Mourey, Cairo; L. F. Schussler, Alton; Geo. K. Barrett, Chicago; O. A. Huckle, Belleville; John S. Bagby, Rushville; R. P. Davidson, Highland Park and F. J. Hinkley, Rockford.

Rules and Regulations Committee,—Jas. Selkirk, Aurora; Frank H. Holmes, Kankakee; D. A. Wyckoff, Jerseyville.

Road Map Committee,—Henry C. Morse, Chairman, Peoria; W. A. Connelly, Danville, Loren C. Cox, Quincy.

Hand Book Committee,—Frank W. Moulton, Chairman, Chicago; F. R. Gadd, Peoria; Oscar McFarland, Carrollton.

Racing Board,—Henry S. Dixon, Chairman, Dixon, Ill.; E. L. Haynes, Chicago; Jos. P. Murphy, Springfield; A. F. Wilson, Decatur; Bert N. Custer, Danville and C. D. Healy, Aurora.

On motion of Mr. Randall the report was adopted, and the Secretary was instructed to cast the unanimous ballot of the Board in favor of their election. The ballot was cast, and the members of the various committees were declared elected.

On motion of Mr. Black, it was decided that no cash commission be hereafter paid for the securing of new members of the League.

Chief Consul Arthur then outlined the work of the Chicago Consulate to be carried out during the coming year.

On motion of Mr. Brown, the Executive Committee was authorized to negotiate a loan of \$2,000.00 from the National Treasurer, with which to liquidate a portion of the present indebtedness of the Division, and carry on the work of the Division for the year 1898.

On motion of Mr. Gerlach, the Chief Consul was authorized to appoint a committee to revise the By-Laws of the Division. The motion was amended by Mr. Locke by making the Chief Consul himself Chairman of the committee, and the motion as amended was adopted.

On motion of Mr. Randall, the Finance Committee was authorized to spend such amounts as it might deem necessary in furthering the work of such Local Consulates as may be organized. Motion carried.

On motion of Mr. Randall, the advisability of offering commission or prizes for securing new members be left with the Executive Committee with power to act. Motion carried.

On motion of Mr. Gerlach, the Executive Committee be invested with power to appropriate such sums as it may deem necessary for the use of the Secretary-Treasurer in the payment of the expenses of his office. Motion carried.

On motion of Mr. Locke, the Executive Committee was empowered and authorized to furnish L. A. W. signs for all League hotels and League repair shops in the Division. Motion carried.

On motion of Mr. Childs, the office of representative from the Fourth District was declared vacant for the reason that the present incumbent, B. P. Schenck, of Pekin, was not nominated in accordance with the By-Laws of this Division. Motion carried.

Chief Consul Arthur thereupon appointed Ben P. Schenck, of Pekin, as representative from the Fourth District to fill the vacancy.

A special Road Book Committee was then appointed by the Chief Consul, consisting of Arthur D. Black, Chairman, Chicago; Tom B. Smith, of Pekin; Irving Woods, Jacksonville; L. D. Skinner, DuQuoin, and Frank W. Underwood, Freeport.

Chief Consul appointed Frank L. Childs as Division Attorney for the year 1898.

The Chief Consul then appointed the following as Legislative Committee for the coming year: Chas. E. Randall, Chairman, Chicago; Edgar S. Barnes, Springfield; Frank W. Osborn, Quincy.

Being no further business, at 6 o'clock, P. M., on motion, the Board adjourned *sine die*.

GEORGE D. LOCKE, Sec.-Treas.,
Illinois Division, L. A. W.

JERSEYVILLE, Dec. 24, 1897.

RACING BOARD BULLETIN.

BALTIMORE, MD., Jan. 10, 1898.

The Athlete Wheelmen, of Philadelphia, Pa., have been placed upon the list of those to whom sanctions will be refused for promoting unsanctioned races on a proscribed track.

John and Clarence A. Elliott, Wilmington, Del., have been suspended from sanction privileges, from all road and track racing, and ruled off all L. A. W. tracks in every capacity, pending payment of handicapping fees.

Amateur Records Accepted.

Three miles, against time, paced, made by Ray Duer, Buffalo, N. Y., Oct. 23, 1897, time, 5:53 1-5; 4 miles, time, 7:52.

One-third mile tandem, against time, unpaced, made by J. T. Finn and W. E. De Temple, Buffalo, N. Y., Oct. 27, 1897, time, 34 2-5; one-half mile, time, 53 1-5.

Suspension Removed.

Lyle Allender, Philadelphia, Pa.
Millard F. Pindle, Baltimore, Md.

Suspended Pending Investigation.

Chas. Ellis, Camden, N. J.
Albert Heishon, Camden, N. J.

Transferred.

Millard F. Pindle, Baltimore, Md., (clause (b)).

Suspended.

Louis Gimm, Cleveland, O., to Feb. 1, 1898, for assisting in the promotion of unsanctioned races.

J. H. Mason, Erie, Pa., pending return of prize.
H. C. Miller and Thos. E. Barwell, Philadelphia, Pa., to Jan. 7, 1898, for riding in unsanctioned races and on a proscribed track.

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

STOLEN WHEELS.

CHESSEA, No. 5020. F. B. Reineck, 257 So. 11th, Philadelphia, Pa.

CLEVELAND, No. 50400. Sam'l P. Bowman, 626 Chestnut, Philadelphia, Pa.

WHITE ENAMEL FRAME. Walter J. Lipp, 127 So. 17th, Philadelphia, Pa.

NEW YORK STATE DIVISION.

This office is indebted to the generosity of Mr. Chas. W. Mears, of Cleveland, O., for three bound volumes of the L. A. W. BULLETIN, as follows, Vol. XXIII, May 1 to Oct. 23, 1897; Vol. XXV, Sept. 9 to March 3, 1898; and Vol. XXVIII, Dec. 1 to May 25, 1894.

A gift of the intermediate volumes, which will complete our set, would be greatly appreciated.

W. S. BULL, Sec.-Treas.

☞ If you want a waterproof ticket holder, made of the best calfskin, with a receptacle for ticket, where it can be easily exposed to view, and a pocket for personal cards, send 25 cents. If you want your name in gold, stamped on the holder, send 50 cents. Celluloid holder, 10 cents. ABOT BASSETT.

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, Jan. 14, 1898.

Total, 231-103,183.

Over 121,000, COLORADO, 3-587.

- Unattached.
923 Bushnell, Geo. A., box 680 Denver
4 Loane, Mrs. Ida F., box 596 "
5 Moyer, John F., 1433 Logan av "

Over 121,000, CONNECTICUT, 5-203.

- Rockville W. C.
925 Burritt, Dwight F., Rockville
7 Sykes, George E., 76 Prospect st
Unattached.
8 Wood, Augustus, 229 Wash. av Bridgeport
9 Ely, Frederick C., box 616 Plantsville
920 Tilden, Alanson J., Stafford Springs

Over 121,000, DELAWARE, 2-268.

- Unattached.
931 Macauley, Henry B., M. D., Smyrna
2 Mears, S. W., 219 Broome st Wilmington

Over 121,000, FLORIDA, 1-101.

- Jack. B. C.
933 Cullens, Frank T., Windsor Hotel Jacksonville

Over 121,000, GEORGIA, 1-250.

- Augusta W.
924 Cleckley, J. T., 619 Reynolds st Augusta

Over 121,000, IDAHO, 1-5.

- Unattached.
935 Davis, Fred, Main st Gem

Over 121,000, ILLINOIS, 3-3816.

- Unattached.
936 Diesel, Lambert, 701 No. Halsted Chicago
7 Grupe, Henry C., 695 Halsted st
9 Leeds, Mrs. Annie B., 4723 Lake av "

Over 121,000, INDIANA, 8-1859.

- Unattached.
938 Davie, H. H., 318 E. 19th st Indianapolis
940 Fisher, Rob't M., 112 No. Penn. "
1 Goss, David K., City Library "
2 Korbly, Bernard, 604 Ind. Trust Bldg "
3 Kahn, Max, 213 E. 13th st "
4 Spaulding, J. L., 28 W. Wayne av "
5 Tucker, Geo. O., 2144 No. Del. st "
6 Wood, John F., 216 No. Delaware st "

Over 121,000, IOWA, 1-894.

- Unattached.
947 Parsons, N. C., Iowa City

Over 121,000, KENTUCKY, 1-100.

- Unattached.
948 Sanborn, C. H., 616 4th av., Louisville

Over 121,000, MARYLAND, 2-1914.

- Unattached.
949 Steinmuller, Chas. M., 600 No. Carey Baltimore
950 Rau, Chas. F. W., 1008 3d st Highlandtown

Over 121,000, MASSACHUSETTS, 14-12,539.

- Metropolitan W.
951 Martin, Geo., 350 Wash. st Boston
2 McKenny, Asa, Fitchburg Depot "
H. P. C. C.
3 Evans, Chas. S., 151 Beaver Hyde Park "
N. B. C.
4 Johnston, W. R., 100 State st Newburyport
Unattached.
5 Carroll, Owen, 76 Waltham st Boston
6 Hayes, Chas. H., 52 Cambridge st "
7 Miller, Alferetta, 14 St. Germain "
8 Bourne, Leonard V., 47 Bowdoin st "
9 Williams, Wm. W., E. Main st Fall River
960 Wild, John, box 381 Haverhill
1 Mitchell, Wm. J., 226 Main st Metrose

- 2 Pike, Charles, 133 Boyd st Newton
3 Lane, John, 100 Buttonwood st South Boston
4 Andrews, Wm. N., 59 Hall av West Somerville

Over 121,000, MICHIGAN, 1-2031.

- Unattached.
955 Raynor, C. H., 11 No. Winter st Adrian

Over 121,000, NEW HAMPSHIRE, 1-1104.

- Monadnock C. C.
956 Dutton, S. F., Keene

Over 121,000, NEW JERSEY, 4-6868.

- Unattached.
957 Roth, W. L., Dorchester
8 Beyer, Albert, 925 Wash. st Hoboken
9 Durand, C. B., 119 Broad st Newark
970 Carr, Miss Ella, 125 Vreeland av Paterson

Over 121,000, NEW YORK, 59-26,930.

- Rensselaer Co. W.
971 McMurray, Wm., 244 3d av Lansingburgh
Century W.
2 Nolan, William J., 124 W. 120th st New York
3 Draper, W. F., Jr., 1730 Brdway "
Mt. Vernon C. C.
4 Henneberger, Wm. H., 317 Wash. st "
Yonkers Bl. Club "
5 Keeler, John H., Jr., 211 Warburton Yonkers
av
6 Yerks, Wm. E., 518 So. Brdway
Unattached.
7 Coons, Geo. D., Care State Archite Albany
8 Buys, Edwin, 463 7th av Brooklyn
9 Cunningham, F. S., 81 1st place "
980 Dietler, Harry, 400 Warwick st "
1 Hillman, Octavius, 75 Richmond st "
2 Lyon, Walter S., 6 Verona place "
3 Jones, Jas., Jr., 182 Madison st "
4 Smith, Wm. L., 211 McDougal st "
5 Timroth, L., 24 Jackson place "
6 Weber, August, 217 Snoderker av "
7 Willats, Arthur C., 281 Pearl st Buffalo
8 Pierre, Honorius, 11 Olmstead st Cohoes
9 Smith, Thos. V., box 11 Hempstead
990 Dromgoole, Frank, Maple av Mount Kisco
1 Meschenmoser, Wm. F., New Dorp
2 Burr, Alfred P., 58 Pine st New York
3 Colman, R. Lindsay, 36 Warren "
4 Hyde, O. A., M. D., 147 E. 93d st "
5 Rentall, Miss Violet, 21 E. 26th st "
6 Willcox, Albert, Astoria Hotel 34th st "
7 Bellchambers, Mrs. Rose H., 902 N. E. av "
8 Connor, Chas. H., 129 W. 67th st "
9 Falk, Mrs., 85th st., near 10th av "
000 Moriath, Harry, 248 E. 25th st "
1 Raymond, Cortlandt F., 6 E. 116th st "
2 Robert, Edmond E., 48 W. 71st st "
3 Wilson, Theodore D., 20 Exchange pl "
4 Bradley, George R., 23 W. 68th "
5 Both, Frederick W., 167 E. 120th st "
6 Connat, Joseph, 253 W. 76th st "
7 Cochran, Wm. J., 310 Amsterdam av "
8 Chapman, A. M., 58 E. 64th st "
9 Droeshout, Pierre, 50 W. 35th st "
010 Droeshout, Mrs. Pierre, 50 W. 36th st "
1 Draper, Mrs. W. F., Jr., 1730 Broad way "

- 2 Glass, Isidor, 329 E. 72d "
3 Hyde, James W., 1824 Madison av "
4 Harris, J. C., 106 E. 124th st "
5 Jelson, Henry L., 63 Prospect pl "
6 Levy, Abraham, 280 E. Broadway "
7 Martens, John R., 1789 Topping st "
8 Martens, Miss Elsie, 892 E. 163th st "
9 McClure, Mrs. S. S., 270 W. 94th st "
020 McClure, S. S., 270 W. 94th st "
1 Riffard, Paul J., 456 Broome st "
2 Reichard, J. F., 417 W. 43d st "
3 Vought, Harry D., 216 W. 24th st "
4 Wagner, Henry, 167 E. 126th st "
5 Simpson, Mrs. Eliz., 270 W. 94th "
6 Reeve, A. G., box 172 Niagara Falls
7 Gentche, William, 1 Gilbert st., Mount Pleasant Schnectady
8 Yable, S. C., 107 Nott Terrace Tottenville
29 De Hart, Samuel

Over 122,000, OHIO, 2-3094.

- Cin. Clerical C. C.
030 Lee, E. Trumbull, 734 W. 6th st Cincinnati
Unattached.

Over 122,000, PENNSYLVANIA, 08-24882.

- 1 Goule, Clarence, 337 Dayton st McKeesport
City
032 Hallam, F. F., City Engineer McKeesport
Keystone H. C.
3 Henderson, James, Hamilton Bldg Pittsburg
Unattached.
4 Bruce, Robert A., 134 Buena Vista st Allegheny
5 Craig, E. G., 33 Sherman av "
6 Craig, W. F., Perryville av "
7 Helt, Chas. L., 32 Wilson av "
8 Johnston, Imbrie, 25 Fleming av "
9 Murray, Grant S., 167 Lacock av "
040 Templar, Mrs. Lizzie T., Ellis av "

- 1 Wright, Chas., 9 Sherman av "
2 Dobbs, James B., 1225 Turner st Allentown
3 Livingston, F. G., Marie av Avalon
4 Hurst, Eugene R., box 370 Beaver
5 Thomas, S. S., 507 Hawkins av Braddock
6 Yoder, Albert Homestead
7 Austin, S. H., Jr., 511 Chestnut st Philadelphia
8 Balderston, Charles, 4706 Warrington av
9 Dunton, Jas. G., 515 So. 22d st "
050 Bond, Harry, 917 Silver st "
1 Jolly, Howard, 3127 Reach st "
2 Watmough, John G., 2111 Walnut st "
3 Griscom, Ben. F., 1413 No. 16th st "
4 Andergg, John H., 15 Frankerstown av Pittsburgh
5 Askin, Wm. J., 5412 Howe st "
6 Bonar, F. W., 77 5th av "
7 Borland, A. G., Westminster and Lila "
8 Dean, J. K., 351 So. Hillad "
9 Bradford, Richard, 5165 Penn. av "
060 Berger, Walter, Conestoga Bldg
1 Carroll, Samuel, 530 Euclid av "
2 Castello, S. P., 416 7th av "
3 Cornue, E. P., Central Stock Yds "
4 Danner, Harry O., Main and Butler "
5 Dooley, Joseph G. C., 5536 Penn av "
6 Dinker, W. A., Conestoga Bldg "
7 Evans, Wm. D., 315 No. Negley av "
8 Ender, W. A., 5819 Ellsworth av "
9 Ender, Carroll G., 5819 Ellsworth av "
070 Friday, Mrs. W. J., Jr., 517 No. St. Clair
1 Faulke, D. W., 15 Frankstown av "
2 Fagan, J., 415 Euclid av "
3 Goehring, Edw. H., 534 Diamond st "
4 Goehring, W. H., 6293 Penn. av "
5 Gaw, John, 249 Pacific av "
6 Horstman, Geo., 1321 Sycamore st "
7 Hartley, Miss Kate, 4209 5th av "
8 Hester, R. D., 1905 Wylie av "
9 Hall, L. W., 5518 Ellsworth av "
080 Horne, R. F., 6710 McPherson
1 Jenkins, Thomas, Keystone Bridge Works
2 Johnstone, Lovell M., 139 So. Highland av
3 Kuhn, W. R., 314 Alken
4 Kennedy, W. J. A., Neville st
5 Klemm, J. P., 15 Frankstown av
6 Kuhn, E. S., 6113 Penn. av
7 King, Herman D., 6342 Station st
8 Lewis, D., 3409 Butler st
9 Lawlor, Patrick, 5923 Penn av
L A. W. TWO
090 Lee, W. G., 416 7th av
1 McDonald, Alexander, 5121 H. w. st
2 McGrew, W. C., 117 Meadow st
3 McMorran, Jas., 174 Howe st
4 McElroy, Rob't. T., 431 Diamond st
5 McKee, W. W., 5303 Rippey st
6 McDougale, Oscar B., 6345 Shakespeare
7 Murphy, D. J., 6 D. & P. Tel. Co.
8 McCausland, W. C., box 820
9 Munson, Jno. A., Central Stock Yds
100 Mainhard, Miss F., 430 Wood st
1 Nans, Paul T., 6009 Penn av
2 Neadhamer, Fred, Jr., Central Stock Yards
3 Nelson, Speer C., 9 Frankstown av
4 Parker, Dr. C. B., 3712 Walnut st
5 Pool, John W., 17 Frankstown
6 Pierman, Phillip, 4738 Penn av
7 Rea, Mrs. C. S., 329 So. Highland
Erat
8 Reinhardt, Wm. H., 3225 Penn av
9 Rea, Frank H., 2d av. and Try st
110 Richard, V. D., 6317 Broad st
1 Ralfe, E. W., 815 Lila "
2 Reedy, J. F., box 102 E. E.
3 Rodell, D. M., 122 6th st
4 Snyder, Fred, 637 Maryland av
5 Smith, S. S., 6115 Hoveler st
6 Sterrett, R. M., 6130 Penn av
7 Stone, Ira D., 6004 Ellsworth av
8 Stone, Chas. E., 733 Filbert
9 Stevens, E. A., 301 Sheridan st
120 Siedle, A. E., 11 Frankstown av
1 Smith, H. M., Liberty av. and Evaline st
2 Smith, D. O., 151 Frankstown av
3 Shaffer, Chas. M., Friendship av
4 Smith, John C., 517 Penn av
5 Sands, W. H., Central Stock Yds
6 Slucom, S. L., 401 Linden av
7 Stephenson, Frank M., Treas. C. T. L. Co.
8 Taylor, Allen, Care Post Comp. Room
9 Upstill, Mrs. Florence B., 6099 Centre av
130 Vohr, Jno., 6910 Hamilton av
1 Weber, Mrs. A. W., Lehigh and Alder
2 Wilkins, Miss Georgia May, 334 Collins av
3 Work, Albert, 224 Meadow st
4 West, Geo. A., 125 Meadow st
5 West, Jesse A., 33 No. 5th st Reading
6 Hulme, Thomas, Merlon av West Conshohocken
7 Porter, Wm. John, 3923 Atlanta st West Philadelphia
8 Manning, J. W., 456 Biddle av Wilkesburg
9 Ingham, Lucy B., 2 Union Wilkesbarre

Over 122,000, RHODE ISLAND, 8-1671

Unattached.
 140 Gobeille, Armand, 225 Broadway
 Providence
 1 Steere, B. F., 25 Harkness st
 2 Vose, Joseph M., Shepard & Co.
 3 Barton, Edwin S., box 546
 4 DeWolf, Howard K., box 403
 5 Martin, Joseph W., box 146
 6 Smith, Richard S.
 7 Stanwood, A. H., box 403
 Warren

Over 122,000, SOUTHERN CALIFORNIA 1-415.

Unattached.
 148 Knowlton, Chas. S., Fullerton
Over 122,000 SOUTH CAROLINA, 3-149.
 Unattached.
 149 Corbett, Jno. W., M. D., Camden
 150 Schrock, W. A., box 279
 1 Hertz, John A., 102 Spring st Charleston

Over 122,000, VERMONT, 1-155.

Unattached.
 152 Boardman, Harry P., 244 Main st Burlington

Over 122,000, WISCONSIN, 1-2636.

Unattached.
 153 Kney, Otto, 128 E. Johnson st Madison

MACADAM AND HIS METHODS.

The stone roads laid throughout the country today are almost universally known as macadam, but what the name means and where it came from are not so generally understood. In his essay on "Road Making and Maintenance," James B. Olcott tells something about the man and his methods. He says:

"John Loudon MacAdam, after spending some part of his youth in the United States, returned to the place of his nativity, in Scotland, and, turning his attention to making good roads, shortly became famous in his own country, and afterward all over the world. It is said that of the 30,000 miles of roads in Great Britain, five-sixths of them were re-organized in his name during his life. He saw the opportunity of his time. British roads had been stuffed for years, by local authority, with all sorts of stone, dumped in roughly and often unbroken, till traveling with comfort was no longer possible at any season. He declined to be called an engineer. He was a road-maker, developed in time of great need. Instead of three-fourths team work, as had been, his bills showed three-fourths labor. We can guess what a row that change would raise.

"But he revolutionized the whole business of road-making by showing anybody—even women and children, who could pick the rough stones out of the road, break them, and lay the fine fragments back again nicely—how to make the best of wheeling, sometimes with half the old material. We, by the force of false profits and so-called 'civil engineers,' with prize essays and much obsolete stereotyping in patent insides and outsides, are actually copying the old road-bottoms MacAdam (compelled by the penuriousness and jealousies of his time) left behind him. We are like the too-literal Chinese tailor, who reproduced every patch on the commodore's sample trousers in three dozen pairs of new breeches. MacAdam's methods, or what were said to be his, spread like wildfire, however, and doubtless much was done—not as he would have it—then as now. Hear him and weigh his strange words well. After insisting upon draining the road-bed wherever that is necessary, he says:

"The broken stone is only to preserve the under road from moisture, and not at all to support the vehicles, the weight of which must be really borne by the native soil, which, while preserved dry, will carry any weight, and does, in fact, carry the stone road itself as well as the vehicles upon it.' Again, 'The stone is employed to form a secure, smooth, water-tight flooring, over which vehicles may pass with safety and expedition at all seasons of the year.' And again, 'Its thickness should be regulated only

by the quantity of material necessary to form such a flooring, and not at all by any consideration as to its own independent power of bearing weight.'

"The offices of the stone are to endure friction and shed water. And still again, 'The erroneous idea that the evils of an underdrained, wet, clayey soil can be remedied by a large quantity of materials has caused a large part of the costly and unsuccessful expenditures in making broken stone roads.' Evidently there were parties before MacAdam's time who found their account in furnishing large quantities of stone to dump on the highway. Can we doubt, if he were among us today, that he would order up much of our work to be broken over and relaid, solid and clean, on a dry foundation?

"This MacAdam was essentially a teacher. He had purified his language by conversation with simple-minded people whose words must be few and well chosen. He set hundreds and thousands of needy laborers at work—entire families of cottagers, right at their doors. No doubt he learned much of them. How could he be expected to teach an old laborer that hammered stone, at ten pence per ton, would furnish the sharpest kind of gravel, fit to rust and cling into rock when once every particle is well set and bedded solid in a road? British labor at that time was born to that knowledge, and the secret of MacAdam's popularity was that he understood it better than its recent masters, who were being taught, rather against their wills, how to make a road.

"Every wayside in England was a school for the English middle and upper classes in those days, and there are signs in the literature of that period that many would-be-leaders hated this man MacAdam, who presumed to come between misguided labor and themselves. They took honors and emoluments by prescription. He would not accept a baronetcy, and, until old and impoverished by his patriotic exertions, he refused the six thousand pounds voted him by parliament. Too well known to be hung for disputing the doctors, the heroic face and life of this great Scotchman are singular appearances in the world's road history."

The days are growing longer,
 But it makes a fellow sick
 To know his note made for a month
 Will come due just as quick.

The Better Roads Society is the name of a good roads association in California.

THE opportunity to do good is not wanting so often as disposition.

QUERIES AND ANSWERS

No. 159,740 asks whether any members have had experience with a chain wider than their sprocket, as, for instance, a $\frac{1}{4}$ inch chain on a 3-16 inch sprocket wheel, and wants to know if it is safe to use one.

No. 103,806 would like to know the best way to remove enamel from a bicycle frame, without injury to frame, or by burning it off.

Deer Uncle Bulaten.

Pas bin shoin orf agane. Its been pruttie kold hear at Eest Squakit an me an Joshways bin skaitin over tew a pawnd in the wuds klose bi. Lotts of fokes go over. Thare is a mity prutty gurl vistin neer hear named Mis Elwel. She's gott a bruther. The uther da Pa thort heed go ovur tu sea the skatin. Mis Elwel an her bruther wus thair. Pa



haz bin interdoosed to Mis Elwel and so he begun tu tork to her. She sez "O dont yu skait?" Pa sez "Skait. Wi I ized tew be the champyun of the sitty whare I liv." Pas a orful lier wen hees shoin orf. Mis Elwel sez "O yu mussed skait with me. Yu reelly mussed." Pa toald her he hadent any skaits butt she sed he cood taik her bruthers. Wel Pa he maid orl kinder eckscuses and loked prutty sik butt twornt ani gude. He hadter putt on the skaits. Then heen Mis Elwel startid skaitin. Pa tuke a stroak lik a cow on sno shus an bumped inter herr. She sez "eckscuse me" butt she loked kindur funy. Pa sez "I ges thease skaits ar dul." Thenn tha startid agen an got harf akros the pawnd goin zigzag an then Pa stept on hiz own foot an then tried to kepe hiz balance an kiked so hi that he kiked Mis Elwel rite in the bak hare an nocked her hatt orf an she an he went down "kerwhack" an prutty neer bust thru the ise. She gut up an loked at Pa whu wuz tryin to gether himself together

an she sez kynder kold like isewater down yer nek "Ime afrade Ime nott gude enuff skaiter tu skait with sutch a champyun az yu ar" an she marched orf tew her bruther. Pa giv me an Josh a dollar nott tu sa anithing tu the fokes at hoam. Mas wel. Brigit roat that ole Mis Skinner wuz goin tu adopped wun of Jims kitins. Yu no about Jim. Hes our kat I rote yu about wunse befoar.

Your luvin neffyu

Sandy.

P. S. If I wuz a kitin Ide ruther di than liv with Marm Skinner.

THE WORLD GOES BY.

THE seasons are arranged so we
Who lack the cash in hand
To journey all about and see
Each distant clime and land,
May know them all as well as though
We tramped this planet o'er,
Because they ever come and go
Right by our very door.

In Summer days the southern lands
Bring all their golden gifts;
In Winter months, with icy hands,
The Frost King sows his drifts.
And thus in endless march we see
The seasons past us roll,
And view the whole of earth from the
Equator to the pole.

Whoso bloweth not his own horn verily the procession moveth while he is yet asleep.

Self-Evident.

"Hope makes us strong," the poets sing,
And, if it's so, we see
How optimistical a thing
Limburger cheese must be.



DINING AT A CHOP HOUSE.

DOES a farmer, whose fields are full of milk-weeds and buttercups, own a dairy?

"Everything seems to be down on me," said the man who had been tarred and feathered. "I'm no chicken, but I call this foul play."

THE gardener generally makes a raise when he sets out to.

"How shall I win your heart?" cried he.
"By playing diamonds," said she.

It is not surprising that an agriculturist's clothes are sometimes "seedy."

Monarch Playing Cards



Illustrating Lillian Russell, Tom Cooper,
Lee Richardson and Walter Jones.

Sent post-paid for nine 2-ct. stamps. Special dozen price to clubs.
MONARCH CYCLE MFG. CO., Lake, Halsted and Fulton Sts., Chicago.

TEN YEARS

of careful, conservative work ought to be worth something. For almost a decade we have been making CLIPPER BICYCLES exclusively. For nearly ten years we have been accumulating

EXPERIENCE IN

the manufacturing and selling of one article—the Clipper Bicycle. We think we ought to know a good deal about

BICYCLE BUILDING,

in fact we are **SURE** of it. The New Clipper Special for '98 is the result of ten years experience in exclusive bicycle making by a firm who produce the best only.

THE CLIPPER PEOPLE, Grand Rapids, Mich.



N. 43—98.

CHAIN OR GEAR

There are Chains and Chains.

"The friction with the best roller joint chain varied from $\frac{1}{4}$ to $\frac{1}{2}$ of one per cent., and this result was obtained not only with a new chain, but with a chain that had been ridden for over 2,000 miles by a rider weighing nearly **Two Hundred Pounds.**"

PROF. R. C. CARPENTER,
Dept. Mech. Engineering, Cornell University.

THE CHAIN ABOVE REFERRED TO IS THE Morse Roller Joint Chain



Further particulars sent free on
application to the

MORSE MFG. CO.
Trumansburg, N. Y.

HEARD IN THE BULLETIN OFFICE

"Full many a flower is born to blush unseen,
And waste its sweetness on the desert air."
Full many a dealer has a good machine
And does n't advertise it anywhere.

— *The Poet.*

Our poet's lines above quite plainly show
That in business he's not "up-to-date."
All makers advertise, but oftentimes, though,
In papers that forget to circulate.

— *The Editor.*

Boys! Boys! Boys! — *The Business Manager.*