

31 MAY 1898

THE BULLETIN AND GOOD ROADS



OFFICIAL ORGAN
OF THE LEAGUE OF
AMERICAN
WHEELMEN.

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

Vol. XXVII.

Boston, May 27, 1898.

Number 21



BETWEEN GREEN BAY AND DE PERE, WISCONSIN.
Photo. by A. L. Nejedlo, Green Bay.

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, 97,400.

THE RUSH

IS A DETACHABLE TIRE



BUT IT REQUIRES

No Special Rim

No Cement....

No Wires.....

IT FITS ANY RIM AND STAYS THERE.

Can be detached and replaced in a jiffy.
 Repairs quickly and permanently made;
 no guess work or doubt.

If you are open to reason and advancement, you must be interested in such a tire. If you want a new set on your wheel, try a pair of Rush tires, as they require no special rim. Then you will have the advantage of a detachable tire. It is a big bound forward. Drop us a line and let us talk to you. Even our catalogue will prove interesting. Can be had for the asking.

RUSH TIRE CO., Williamsport, Pa.



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

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

GILLIAM MFG. CO.
 CANTON, OHIO.

Earth's Housekeeper.

"Man is dust," and that is why
 You'll notice, day by day,
 How Death, the duster, happens by
 And brushes him away,

WIDE TIRES EIGHTY YEARS AGO.

League member No. 36,854 writes as follows: "I enclose a copy of one of the sections of an ordinance passed in this city nearly eighty years ago, which may prove of interest as indicating that the injurious effect of narrow tires was recognized at that date. It is somewhat discouraging to think that the rate of progress is so slow and that the matter of wide tires is still being agitated." The portion referring to tires is as follows:

A LAW.—TO REGULATE CARTMEN IN THE CITY OF ALBANY, N. Y., PASSED JUNE 12TH, 1820.

Section V. And be it further ordained, that no iron-shod cart wheels shall be used by any cartman of the city unless the iron or tire round the wheels shall be at least three inches in breadth, under the penalty of two-dollars-and-fifty-cents for each day he shall drive the same.

CLUB RUNS AND COUNTRY HOMES.

The members of the League Cycling Club of Philadelphia are said to be more than pleased with the club's new "country house." In speaking of this new country home of the club, J. Powell Atkinson, one of the club's active forces, says: "The 'country house feature' is new with our local organizations, but promises to become quite popular with

the clubs here. It quite clearly indicates that organized club runs in large parties, except upon special occasions, to distant points will be abandoned in the near future, and members will avail themselves of the pleasure of a ride in friendly groups of a few or singly, and at such times as best suits the individual convenience, to the suburban houses where they are quite certain of meeting many fellow-members, and can have more freedom than can be reasonably expected at hotels. In other cases, no doubt, members who are out for long runs will make the out-of-town house a stopping place outward and inward bound.

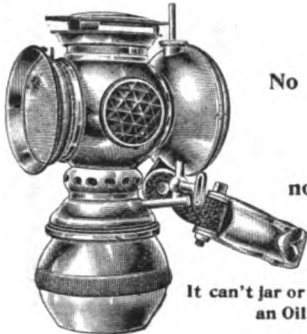
"The L. R. C. is probably the largest League club in the United States, that is to say, such as come under the rule of all the members of the club being required to join the L. A. W. I feel quite confident that it is the largest cycling organization in the State of Pennsylvania, and this, notwithstanding that it has only been in existence about thirteen months. The League feature is unquestionably the secret of its phenomenal growth and the mainspring which has brought it success."

THE best time to pick a strange watermelon is in the dark of the moon.

Now that the bull-rush is out and the cow-slip's up, it may be well to remind students of botany that neither of the foregoing have anything to do with the real bo-vine.

IT BURNS GAS! THE "SOLAR"

The New Acetylene Gas Bicycle Lamp.



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

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

ABSOLUTELY NON-EXPLOSIVE

Light costs $\frac{1}{3}$ of a cent an hour. Throws
a clear, white light 100 feet ahead. Send
for circular and learn about the

GREATEST BICYCLE LAMP OF THE YEAR

From your dealer
or sent prepaid for \$4.00.

BADGER BRASS MFG. CO., Kenosha, Wis.

BEST LIKED *Where Best Known*

When 83,000 Bicycles of one name are sold in one year
by one manufacturer, the chances are that that make
of Bicycle is apt to be well known. It also follows that
it must be a good one to find so many purchasers.
Buyers are better posted and more particular than
they used to be. This makes it easier to sell



Catalogue 98 with "Care of the Wheel" free.

Western Wheel Works

CHICAGO.

NEW YORK.

No Men Need Apply.

The style of woman the world calls "new"
Need no dependence feel,
For she knows how to paddle her own canoe.
And to pedal her own swift wheel.

AN OBJECT-LESSON.

The L. A. W. members residing in Ambia, Indiana, employed a forceful and somewhat novel method for bringing the muddy streets of their town more vividly to the attention of the public. While the League members are sorry to have it known that they are residents of a town that has no more pride than is indicated by the streets of Ambia, they feel as though something must be done to set the people thinking on the subject of better streets and roads.

A short time ago the League members had a photograph of Ambia's main street taken. The League repairman stationed some decoy ducks and geese in the pools of water standing in the street and gunners on both sides of the street were "laying" for a good shot. Other League members were fishing from the walk at the side of the street. Such signs as "Keep off the Grass," "Danger!" "No Fishing Allowed," etc., were conspicuously displayed. The picture was intended to make an impression upon the minds of the members of the 'Town Boa.' and although the proposition to have the street paved was not agreed to by property-owners, it is believed that the efforts of the wheelmen will result in an improved condition of streets and roads.

If Ambia is to be a popular, prosperous trading-centre, merchants, farmers, property-owners and everyone should be glad to assist the wheelmen in their efforts to secure better ways for getting about.

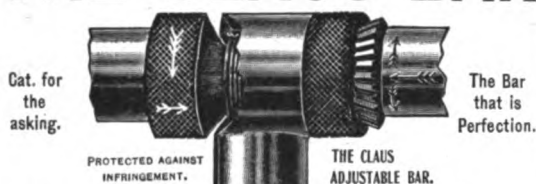
CYCLES IN THE WAR.

The Bicycle Corps of the Northwestern Military Academy, Highland Park, Ill., has offered its services to the Government for military work. This is the same corps that made the widely-discussed trip from Chicago to Washington last summer. R. P. Davidson, major I. N. G., and commander of the corps, says: "I believe this is the first corps to offer, and I am sure there is no better equipped corps in the country. I might furthermore add, they are all L. A. W. members. They are all trained to care for their wheels, are good marksmen, experienced riders, and you may depend that they will do their part to introduce the wheel into active military work should occasion demand."

HISTORY REPEATS ITSELF.

No. 164,377 writes: "On pp. 463-4 of the L. A. W. BULLETIN for May 6, 1898, it is argued that the real wants of wheelmen are met more perfectly by side-paths than by good roads. Opinions on this question differ, but the historical development of roads seems to favor the path idea. Roads have been subject to continued specialization to meet each great improvement in the means of locomotion."

THE CLAUS BAR



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

THE CLAUS HANDLE BAR MFG. CO., Milwaukee, Wis.

"AD" CRITICS

may find something the matter with this advertisement, concerning its composition, but they can find no fault with

Iver Johnson or Fitchburg Cycles!

They are well and honestly built of the very best materials, by skilled workmen. Long experience, ample capital and splendid facilities combine to aid us in turning out

Honest Cycles at Honest Prices—\$40 to \$100.

SEND FOR CATALOGUE.

IVER JOHNSON'S ARMS & CYCLE WORKS, Fitchburg, Mass.
Branches: NEW YORK, BOSTON, WORCESTER.

THE HIGH-GRADE-NESS OF LITTLE DETAILS

marks distinctive the popular line of "19 year old" favorites,

Rambler
BICYCLES

Mud and Chain Guards

for instance, generally bought by makers "ready made"—clumsy wooden or heavy steel affairs—are not used on RAMBLERS, but instead, these machines are fitted with neat, light, aluminum guards, with a generous, graceful curve over the tires. We make them ourselves, because on Ramblers **everything**, including materials and workmanship **must** be of the very best

ALL RAMBLER AGENTS INVITE
CRITICAL INSPECTION.

GORMULLY & JEFFERY MFG. CO.

... CHICAGO ...

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

tion, and to progressive separation of the resultant forms of road from one another. Foot-paths were the earliest form. The introduction of pack-animals forced their improvement into bridle-paths. On these well-loaded drag-poles could be used, Indian fashion; but wheeled vehicles, even two-wheeled vehicles, required broader and smoother highways. The earliest steam locomotives attempted to use the common highway, but they never succeeded until a special kind of road had been constructed for them. Street-cars, too, were developed out of omnibuses—in Brussels you may see 'tram-cars' driving over the pavements to-day—but the street-car presently demanded the rail. When steam was applied to street traction the rails were elevated above the highway. In each case the public was slow to appreciate the changed circumstances and the law was even slower in adapting itself to the change. The early history of railroad legislation, both in this country and in England, records many a curious statute enacted on the assumption that a "railway was like the existing highways. Perhaps we shall see some day that the bicycle needs its own separate and appropriate road-way as truly as the locomotive. If so, history will but repeat itself."

But still we're waiting, year by year,
To see that "mile a minute" gear.

CHEERFULNESS is a mighty good thing, one way and another, and yet we like the lemon for its sour disposition.

LINES WRITTEN IN A JUNK YARD.

(With apologies to Rudyard Kipling.)

A fool there was and he bought a wheel,
(Even as you and I.)
Some leather and rubber and a hunk of steel,
(We knew how sore in a week he'd feel),
But the fool only thought of the miles he'd reel,
(Even as you and I).

Oh, the trouble he spent, and how double he bent;
(The fool with the leadpipe wheel.)
For the dealer had seemed of honest intent,
And had told him 't was cheaper to buy than rent,
But that was n't at all what the dealer meant,
(The dealer that sold the wheel).

For the wheels weren't round, and the tubes weren't
sound,
(The wheel lies there on the heap);
And the tires were made of paper, he found,
While the bearings were cast-iron balls—unground,
And he'd sell the whole thing for a cent a pound—
(The wheel that he got so cheap).

WOODYARD KINDLING.

"SHERRY COBBLERS" won't mend the children's shoes.

This world's a fleeting show, alas!
That runs but for a minute,
Yet lucky ones who get a pass
Are very muchly in it.

TIME is money. That is, it takes considerable money to have much of a time.

THE L. A. W. Bulletin

AND Good Roads

A WEEKLY JOURNAL

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

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,
BOSTON, MASS.

EXCLUSIVE ADVERTISING REPRESENTATIVES:

CEYLER & DAVIS.

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

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

SUBSCRIPTION PRICE:

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

Editor: **STERLING ELLIOTT.**

Associate Editors:

NIXON WATERMAN.

LUTHER H. PORTER.

JOE LINCOLN.

MAY 27, 1898.

AN L. A. W. BUREAU OF TOURING.

THE subject of touring is one which the L. A. W., from its earliest infancy, has been pledged to promote. Many suggestions have been made as to the manner in which the L. A. W. should assist in this very interesting use of the bicycle.

Out of the many propositions which have been made, it seems to us that the one which we recently printed, from Mr. Merseles, of New Jersey, is the most desirable, and could be made most effective. It was proposed that the L. A. W. should, in connection with the Secretary's office, establish what the college people would call a new "chair," — a Chair of Touring, — that in such an office should be all the data obtainable in reference to touring throughout the country, and also in such foreign countries as might be frequently invaded by our American members.

The L. A. W. BULLETIN is constantly asked by its readers to call for a route between various places, for the benefit of some individual member. We have conscientiously tried to give such matters attention, but it is not possible, owing to our inability to draw the line between routes which might interest a considerable number and those which would interest but very few, and hence we are almost daily obliged to

Sent to paid subscribers,.....	97,400
Filed in as many hotels,.....	1,004
Filed in Public Libraries and Reading Rooms,.....	1,166
To advertisers and exchanges,.....	1,430
Total number printed this week,.....	101,000

omit requests which doubtless seem to the writer entirely proper for our columns.

It would be possible, however, for a National Touring Bureau of the L. A. W. to so classify and arrange all obtainable information as to furnish reliable answers direct, in most cases, to the questions which are likely to be asked. It might — probably would be — necessary to charge a nominal fee.

We trust the L. A. W. may take some action in the interests of touring wheelmen.

The L. A. W. BULLETIN will do its part, but is constantly reminded that it must, so far as possible, make its space of general interest.

We are publishing, this week, a sample page (566) and, if sufficient encouragement is offered, we will undertake to follow up this sample by more of the same sort.

"Ten Times Across the Charles River" is a tour which can be enjoyed by a considerable number of L. A. W. members. We would not, however, feel justified in giving this amount of space to a single tour, unless its pictures and descriptive matter are considered of sufficient general interest to warrant.

A tour in some far-western State, which but comparatively few members could take, might be made sufficiently interesting to warrant a page of space in the L. A. W. BULLETIN. In order to be thus worthy, however, it should, so far as possible, start from and pass through certain places of more or less interest.

That we may know to what extent this experiment should be carried, we most earnestly ask L. A. W. BULLETIN readers to express themselves to the "Touring Editor," and also to suggest routes for which they would be willing to furnish photographs, maps and sufficient reliable data to make an interesting, readable article.

Each one of these routes will necessarily involve considerable labor, and nothing need be done at first other than to correspond with us, giving an outline of what could be furnished, if necessary. We will then be in a better position to consider the matter intelligently, and decide to what extent the touring scheme of the L. A. W. BULLETIN shall be carried into effect.

THE DIFFERENCE.

Though millions died that Cæsar
might be great,
The THOUSANDS ride who give
"those figures" weight.



\$50—1898 MODELS—\$50



Napoleon and Josephine Bicycles

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

No agents—sold to rider only.

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

WRITE FOR ILLUSTRATED CATALOG.

JENKINS CYCLE CO.
18 Custom House Place, Chicago.

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

THE PERFECTED GLOVER PERFECTION

IS FAULTLESS.



Watch for the greatly improved varieties.

The Ideal Saddle for Women.

Invented by a Physician.

PRICE \$3.50

Send for free descriptive circulars to

GLOVER CYCLE SADDLE CO., Jackson, Mich.

THE COURTESIES OF THE ROAD.

It is not a very long time since it seemed to wheelmen that every man's hand was raised against them. Those who were riders in the eighties can well remember the annoyances, and oftentimes insults, to which they were subjected on many occasions, and how they were frequently made to feel that they had no rights that anybody was bound to respect. The driver despised the cyclist and forced him into the gutter on occasion; the pedestrian hated him, and took satisfaction in getting in his way; the small boy grieved him, and delighted to toss sticks into his wheels and place bricks in his path, and even the dogs seemed to consider him legitimate prey, and took fiendish pleasure in yelping after him and snapping at his heels.

But time, and the popularity of the sport, have changed all that. The power of numbers has made itself felt, and wheelmen now generally get a fair show. Complaints from them are fewer, and other classes seem to be the ones who have grievances.

Of all persons who have occasion to use the public highways, pedestrians are now the ones who consider themselves to be the most long-suffering. Their alleged tribulations are many, and they are not by any means imaginary. Cyclists ring their bells and shout at them to keep out of the way; motormen on the cable and trolley cars clang their gongs furiously at them; coachmen drive by them at a hair's distance; teamsters terrorize them at every crossing; freight and merchandise are un-



NO JOLT OR JAR
VIBRATION

WHY?

ROLLER BEARING

Spring Adjusted to
Your Weight.

WAS \$2.50. NOW, \$1.50.

Write for Particulars.

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

L. A. W. HANDLE BARS...

Two Pairs
Corkline Grips.



Price, \$1 50.

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

Embossed Silver-Mounted Handles.

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



By mail, 25 cents per pair.

BONSILATE BOX CO., Hartford, Conn.

loaded on them from trucks and express wagons; the drippings from elevated roads ruin their clothes; watering-carts wet their shoes and saturate their clothing, and street-sweepers and porters cover them with dust. These miseries do not come singly; every one may be encountered in a short walk through the busy portion of a large city.

The trouble is that the "rules of the road," let alone its courtesies, are too much ignored. The spirit of each for himself dominates our acts unnecessarily and obtrusively. The law intends to do just what human magnanimity always does—protect the weaker from the stronger; but the vast host of trivial daily occurrences never come under the eye of law, and are regulated by individual character. So to the individual must largely lie the appeal for fair play and kindly consideration in his dealings with his fellows.

EFFECT OF BAD ROADS.

The intimate relations of bicycles and good roads are set forth in the following lines which have been received, and apparently owe their origin to a Canadian paper.

"John Anderson, my jo, John,
When we were first acquaint,
Your bicycle was new, John,
Your front forks were not bent.
But now your mount's a wreck, John,
You're walking with your loads,
And all because in Canada
They don't give us Good Roads."

A SOUDAN PROPOSITION.

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

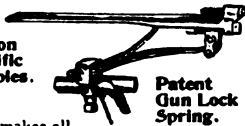
**THE TALK OF THE TOWN.
THE HIT OF THE YEAR.**

The Soudan Manufacturing Company,
CHICAGO, ILLINOIS.

THE PARK SPRING SADDLE



Built on
scientific
principles.



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

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

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

From Furs To Fans.

The days are chill until they bring
Their warmth in one great lump.
How can we call it gentle spring
When it comes with an awful jump.

MY BROTHER'S KEEPER.

Therefore, all things whatsoever ye would that men should
do to you, do ye even so to them, for this is the law and the
prophets. — Matthew vii., 12.

The very meanest of mortals should be his brother's
keeper to a greater or less degree. A true League
member should be willing to do quite a considerable
for the welfare of his brother wheelmen. It is quite
generally remarked that the fraternal spirit among
wheelmen is very noticeable everywhere, and that it
is one of the most delightful features of League
membership. This being true, one is at a loss to
know how the wheelmen residing in the vicinity of
a dangerous hill can permit the danger-spot to go
unmarked and thus let those unfamiliar with the
locality ride to almost certain misfortune. A New-
ark, N. J., member writes as follows:

"On the 13th inst., I took two of my sons to Fort Lee for
the purpose of pointing out to them the dangerous spots on
the roads where it is safest to dismount from your wheel. I
was surprised to find that no warning sign was erected on
one of the most dangerous roads leading to the cliff (where
several persons have met with serious accidents in the past),
but after close inspection found an old sign with the post
rotted off in the high grass by the roadside. On the follow-
ing day several young men from my neighborhood went to
the above locality and one of them met with an accident

CHASE TOUGH TREAD TIRES

Light and Resilient. Practically Puncture-Proof.

Chase Special and Vulcan,

Equal to any standard road tires made.

FOXHOUND

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

Our '98 CATALOGUE and BOOKLET on

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

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

USAGE TELLS

and long usage has already
told in thousands of cases that

The Bicycle Built for Wear **YALE, \$50**
IS THE

There are reasons why a bicycle
that stands up must be good.

Our Catalogue tells what a **first-class bicycle** should be;
get it and compare your wheel.

THE KIRK MAN'F'G CO., Toledo, O.

which resulted in his death on the following day. Surely
the income of the L. A. W. from the members of this dis-
trict is sufficient to warrant the expenditure of a few dollars
to erect signs on all dangerous roads, and no time should be
lost in calling the attention of the proper authorities to this
matter. A sign properly displayed might have saved the life
of this young man."

Now it isn't brotherly to let a hill like that go
without a danger-signal at the top of it. It isn't
what one would call quite human, if all the facts
have been correctly reported. Of course the riders
in the immediate vicinity know the hill is dangerous
and look out for it, but what about the stranger? Is
he to be taken in by it?

"His Whiskers On a Bike," a "scorching" song,
with refrain, dedicated to the L. A. W., is the latest.
Words and music are by A. M. Thatcher. Received
from Marclay Music Co., Boston.


There are said to be now in this country 34,000
makers of wagons and carriages; 19,000 dealers in
the same; 6,000 sleigh manufacturers, and 1,200
"manufacturers" of bicycles.

Many life insurance companies are charging no
extra rate to policy-holders who enlist in the army.

It is said that cycle-race meets are being held in
Madrid to raise money to be used for war purposes.

Is the man who goes on "bats" a "brick?"


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



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

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

THE BLACK MFG. CO., Erie, Pa.

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

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

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

A Queer Critter.

Yes, man's a fickle, strange device,
'Tis useless to deny it;
In winter-time we growl at ice,
In summer-time we buy it.

THE SUMMER VACATION.

"A change is as good as a rest." It is the truthfulness of this statement that should induce everyone who can possibly do so, to take a summer vacation. It is more than likely you won't find a bed as good as the one at home, your meals will be poorly cooked and served, your sleeping-room will be hot and full of flies and mosquitoes, and everything else will be somewhat awry, but, no matter. It will be a change. If you don't like it, you will at least enjoy getting home again, and that means a whole lot.

A writer in the *Interior* observes very correctly that the value of the summer vacation to the world's work was unknown until within the last three decades. To an agricultural people in the temperate zone, the most valuable time in the year was that which is now so largely given over to idleness, and it was difficult to see why one class should be at play at the time when the majority were compelled to the most strenuous and exhausting toil. But a brain-worker must have it, or his whole year will be along a line of mediocrity. He will at no time be at his best. On the eve of taking a rest we always find that production involves self-cudgeling. The brain is as dry as a powder-horn. There is no suggestive-

Mr. Agent, is your trade



High Pressure
No. 2 Brazing Forge.

worth taking care of?
Give them the best and
they will call again.

"High Pressure" cements have never been equalled; the only reliable made. Our complete line of Brazers, Enameling Ovens and Vulcanizers will interest you. Send for illustrated catalogue.



High Pressure
No. 2 Hot Water
Vulcanizer.

THE NATIONAL CEMENT & RUBBER MFG. CO.

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

IDE High Art Bicycles



PAT. APRIL 17, 1894.

Write for Catalogue
and Prices.

Quality too well known for comment.
One Year's Guarantee. Sold direct
to riders where we have no agents.

F. F. IDE MFG. CO., Peoria, Ill.

ness in anything. One cannot see what is right under his nose. But a two-months' rest, if it be taken in the right way, makes a man young again. The whole world is an open book. Its resources seem inexhaustible. He can see to read its pages at any distance. Clews are everywhere, and lead into fields of ideas in all directions. He remembers what he had forgotten, and finds what he did not before know to exist, and he wonders that he could ever have been stupid and blind. The prime object should be to tone up the health, to breathe pure air, sleep, bathe, develop the muscles by moderate exercise, and to seek that which is cheerful. He should be wind-blown, sun-tanned, water-soaked, and should avoid luxuries of the table. He should go into training with a view to perfect health and strength of body and mind.

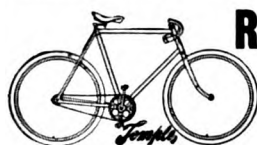
THE INDIANAPOLIS MEET.

We are advised that the \$10,000 entertainment fund is nearly realized, and that the work of committees is going on to good advantage.

A special effort will be made to have the city of Indianapolis well decorated in honor of the wheelmen, on that occasion, Aug. 9 to 12, inclusive.

There are to be a number of information bureaus throughout the city, and also an official book of information will be issued to visitors.

A GOOD joke 's a joke, but it 's no joke to make it.



RACING WHEELS

BUILT TO ORDER, **\$42.50**

IDENTICAL in construction as will be used by RALPH TEMPLE in his race for the Championship of the World against Messrs. BALD, LEHR and MICHAEL.

A GENUINE RACING WHEEL SHOULD BE BUILT TO "SUIT THE RIDER."

Let us know just how you would like a Wheel built for yourself, and we will do it. Give us all the details; "how you would like it made," and "your style of riding." Correspondence on the subject cheerfully entered into.

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Will get it though the steed of steel
May mean a watchless chain.

"LADY FRONT" AND "LADY BACK" TANDEMIS.

A "combination" tandem is a machine designed for the use of a man and woman — the latter supposed to be wearing skirts. In general appearance such a machine usually looks like two single machines brought together, with the "diamond" frame in the rear and the "drop" frame in front.

When these machines were first built, in the days of solid tires, it was recognized that it was desirable for the man to control the steering, and so a connecting-rod was placed between the ends of the handle-bars, on the right side, to enable the rear rider to steer. But this sort of connection was as unsatisfactory as the design and construction of these early machines, and it disappeared with them. When tandems were afterwards revived and improved, simple and effective means of connecting the steering underneath were found.

At the outset, the woman was placed in the forward position as a matter of course, the front seat being the pleasanter and easier one in all respects. The objections to it were greater liability to injury in case of collision, the difficulty of using the brake effectively, and leaving the steering entirely to the

The Cyclometer that Revolutionized Cyclometers.

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WOULD YOU BUY A WHEEL

which was not furnished with ball bearings, but in which the bearings rubbed and ground on each other?

OF COURSE NOT!

Then why purchase a chain in which in each of its **one hundred** or more joints this same rubbing and grinding takes place?

RUNS THIS WAY

There is no rubbing friction in the Morse chain joint. The two parts of the joint **rock** on each other. There is no friction between these parts and the block.

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woman in the cases in which "single steering" machines were used.


The first objection is of doubtful weight. There is no increased liability to accident with careful riding, and a man on the rear seat can make a hasty dismount and hold the machine in some emergencies, as a woman could not. As to the second objection, it is well to have a second brake, if necessary, on the rear wheel, and it is done by many with very satisfactory results. Regarding the third point, "combination" tandems, presumably, are not for scorching purposes, and usually only racing and scorching "double diamonds" are made with single steering. "Combinations" are rarely so built, and there is no necessity that they should be.

But there were those who believed that "lady back" tandems were the proper thing; a demand for them arose; some have been put upon the market here, and a larger number in England. A discussion of the relative merits of the two styles has arisen across "the pond," and receives considerable attention there.

The great point in their favor is that single steering can be used and the man will control the machine perfectly; he also shelters the woman from the wind, and in that respect makes her position easier; if a brake is carried, he can use it advantageously, and the woman is claimed to be safer.

Against these arguments it is urged that their appearance is unusual and contrary to all established practices of polite society; though, if they can be

A-2
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The Wheel you ought to buy  at the price you ought to pay. **GRAND RAPIDS, Michigan.**
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5 TIMES AS MUCH OXYGEN
supplied to the flame of the "BRAGGER LAMP" as in ordinary lamps, because of its **double forced draft**. No bracket required; its **clamping jaws** may be attached to any part of the machine.

WE GUARANTEE IT TO NOT JAR OUT.
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 **Don't Bind BICYCLE and GOLF GARTER.**
for men and women retains its elasticity; absolutely sustains the stocking; is adjustable, and don't bind the leg. Of dealers, or by mail on receipt of price. **SILK (black, blue, orange, white, scarlet and tan), 35 cents. COTTON (black only), 25 cents.**
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BLAKESLEY NOVELTY CO., Manufacturers, Box 19, Bristol, Conn.

Do you know that taper-gauge tubing costs twice as much as other tubing?

Do you know that taper-gauge tubing is used in Andrae cycles?

Do you want a catalogue?

JULIUS ANDRAE & SONS CO.,
Milwaukee, Wis.

shown to be really advantageous, we can, as practical people, approve and adopt them.

In regular use, however, such arrangement compels the woman to hold the machine for the man to mount and dismount; in case of impending accident she might be compelled to suddenly dismount and hold the machine, which she could not do so well as a man; her lighter weight is put where the heavier weight ought certainly to be, and she is placed in the position in which the hardest work of pedaling *must* be done, if the machine is to be propelled satisfactorily. There is no escaping this fact: the rear seat of a tandem is much the harder, and necessitates by far the greater work. Other considerations are that her view is circumscribed by a taller rider in front; the rear seat is very much warmer, and in every way less pleasant and inviting for a woman.

English makers have introduced much variety into tandem design, and show many styles of frame construction. Among other patterns, they have produced several having double drop frames, in which the drop is but medium, and both seats can be used by a woman wearing moderately short skirts, and yet the frames appear to be amply rigid. Such designs, if successfully carried out, have many advantages, and would doubtless become more popular than either the "lady front" or "lady back" combination.

The penny-in-the-slot machines are centers of attraction.

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Our new '98 catalogue describing all our different Tires, sent free. Six cabinet size photos of cycling girls sent for a 2 c. stamp.

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Cork Composition, best material, half price, **20c.**

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Manufacturers of "Barto" Self-Regulating Coupler, New Automatic Bicycle Balance, and Chain Lightning Lubricant.

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Testimonials from Titus, Sanger, Kiser, Cooper, Gardner and many others.
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THE FIRST CENTURY RUN.

What appears to have been the first century run made in the United States was accomplished on Dec. 19, 1880, by H. C. Schimpeler and O. M. Anderson of Louisville, Ky. In a letter written three years later, Mr. Anderson says that the run was the outcome of local rivalry, and was not considered by the participants of more than local importance. They started at 3.15 A. M., riding 58 and 52 inch



CYCLERS' SNAP SHOTS.—BLUE STONE BRIDGE AND FALLS, FAIRMOUNT PARK.
Photo. by Geo. B. Neff, Philadelphia.

ordinary bicycles, and finished at 9.45 P. M., in a snow-storm, having covered 104 miles, with only three hours and twenty minutes for rests. During the last twenty-five miles, ridden in darkness and storm, they took numerous headers.

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Tool steel dust-proof bearings.
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Any Equipment you want.
You name any **Saddle**, any **Tire**, any
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wouldn't build a wheel we couldn't
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Wheels delivered in 4 days.

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to return wheel at once, and you
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Send postal for our beautiful '98 Cat. giving full
particulars of our "Direct to Rider" plan,
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MONEY BACK IF NOT AS GUARANTEED.

TEN TIMES ACROSS THE CHARLES RIVER.

W. E. MILES.

A half-holiday can be pleasantly wheeled away by following the Charles river from Boston to Auburn-dale, crossing the river as often as bridges will permit.

The river and its environs are at their best in the Autumn, after Jack Frost has been about with his palette; but it is a satisfactory ride for any fair day.

The Charles river is destined, some day, to become the soul of a most beautiful park system. The cyclist should know it as it is to-day, and co-operate with those who are trying to bring about this change for our own generation. A cycle-way on each bank should parallel the course of the canoe from source to mouth of this picturesque, rambling stream; and if the wheelmen of Denver, Colorado, can successfully carry through a scheme for a 50-mile scenic cycle-path, why can't the Massachusetts wheelmen, who outnumber them ten to one, carry through a Charles river cycle-path?

Lief Ericson's statue on Commonwealth avenue, near Massachusetts avenue, is the starting point for this little tour. The figure is looking westward to Norumbega, the first settlement of Norsemen in America, and as the beginning and end of this trip has to do with this historical people, a few moments at the Public Library with Professor Horsford's books will make the trip more enjoyable.

The Harvard bridge is but three blocks to the

north on Massachusetts avenue. This is the first bridge crossed, and the best one that spans the Charles river. With so much good architecture in Boston it is difficult to understand why bridge architecture has been placed in the hands of the strict utilitarian.

This part of the river was once well alive with shipping, but few "merchant marines" are seen here now, the wharves being farther down.

Beyond the bridge, in Cambridgeport, the Charles river bicycle-racing track, one of the finest in the world, is passed, on the left of the road. Continuing on Massachusetts avenue, through Cambridgeport, the route leads westward over Western avenue to Brighton, Watertown and Waltham. The river is crossed for the second time near Harvard's training quarters. A number of boat-houses are to be seen along the river's bank, and, a half mile beyond, at the right of the road, is Soldier's Field, known the world over as Harvard's athletic grounds.

Brighton furnishes the third bridge, and the rider leaves Western avenue for Arsenal street, which runs straight away, two miles, into Watertown.

The Watertown arsenal, at the left of the road, is interesting at this time as one of Uncle Sam's war factories; and along here is the only glimpse of the river to be had before reaching Watertown.

Watertown, by air line, is but six miles from Boston. It is a historical place, and full of interesting things. It was here that Paul Revere designed the first coin for the United States, and, long before

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FAULTLESS ROLLER BRAKE,

for it not only stops the wheel but doesn't injure the tire. Rubber spool takes up the friction.
Hand Brake (complete with lever) \$2.50.
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CONSTRUCTION • VASTLY • IMPROVED

In Greater Demand than ever.

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A fine Watch Fob mailed for 26 cents; gold plated, \$1.00.

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



We will send it on trial, to introduce it, for \$2.00. Discount of 25 per cent. for cash to L. A. W. riders.

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

Columbus discovered America, the Norsemen built dams and walls here.

Two tablets on the bridge give information, the one of the first Charles-river bridge, the other of the Norsemen.

From this bridge on, the roads are better, and follow the river more closely, and the scenery is more interesting. Four bridges are crossed in the next two miles, and the writer presumes that the cyclists will dismount at each bridge to enjoy the view up and down the river. Bemis, Bleachery, and then Waltham, the watch city, is reached, with its three bridges. But two of these are crossed—the second one should carry the rider to the right bank at River View. Continuing to South street, the Waltham bicycle track is passed, and if the rider has not enjoyed the trip so far, he will find compensation in the next three miles' pedaling and coasting. Roberts Station, on the Fitchburg railroad, is passed, and about a half-mile beyond a picturesque, ivy-bound paper mill will invite a dismount. This old mill, for a hundred years and more, has been manufacturing paper without a visible industrial competitor. Its granite walls were brought over the road from Quincy by oxen.

The Cambridge reservoir is at the right of the road, and if you have a half-hour to spare and appreciate wild rural scenery, follow Summer street around the reservoir.

From River street, just beyond the reservoir, a

wild, wooded road leads through the woods to Norumbega Tower. This splendid monument was erected by Professor Horsford. A tablet tells the story. Don't fail to climb the unique, winding stairs to the top of the tower and enjoy a bird's-eye view worth, alone, all the exertion.

River street takes the tourists to South avenue, and, turning to the left toward Boston, the Weston and Auburndale bridge is crossed. This is the vicinity of many boat-houses. The Riverside Boat Club, the Newton Boat Club, the Boston Athletic Association, the Riverside Recreation Grounds, Norumbega Park, etc., all have attractive boat-houses, and the river is alive with bright-colored canoes.

Norumbega Park is a favorite rendezvous for wheelmen. A thousand bicycles are frequently found checked at the bicycle stable. A well-conducted dining-hall, an interesting zoological collection, an entertaining open-air vaudeville, a band, electric fountain, etc., without the objectionable liquor element, give an opportunity for an hour or two rest and recreation at a very small cost; and many meet friends here who come by electric-car line over the Boulevard—a most beautiful car-ride. By air line Norumbega Park is about 9½ miles from Boston. The ride to Boston is over a perfect boulevard all the way, well lighted at night by arc lights. If this route is familiar to the cyclists, Beacon street, as shown by the map, offers a pleasant change.

IMPROVE YOURSELF - BECOME EQUAL TO YOUR OPPORTUNITIES.

Things don't turn up in this world until somebody turns them up. — Garfield.

Carlyle said: "From the lowest depth there is a path to the loftiest height." Certainly there is no place in this land of opportunity of ours to which even the poorest boy may not aspire. The lives of great men and women, like Peter Cooper, Francis Willard, James A. Garfield, all teach us that our aspirations are the measure of our greatness, whatever our circumstances and our opportunities at the start. Over 5,000 men and women have been made wiser and better by the study of law under our direction, not one-half of one per cent of whom could have afforded the time and money for a course at a law college. Hundreds of our students are carrying into all lines of business trained legal minds that fit them to successfully compete with men not so educated. Scores of them have turned into the profession of the law, and our students are successfully practicing law in every state in the Union, and are winning fame and fortune. Yale and Harvard graduates do not study with us, but hundreds of bright, energetic earnest, aspiring men of the Garfield type are studying with us, because we give the best that can possibly be given in the way of law instruction outside of college walls. We can meet your needs. Our school is the oldest and largest correspondence law school in the world; graduates everywhere; text books specially prepared for us by leading law writers; competent, experienced instructors; prepares for the bar, or for general business. Three courses: Preparatory course, Business Law course, Regular Law College course. We give you infinitely better training in the law than can the law books alone, or the law office, or many of the law colleges themselves. Takes your spare time only; prices reasonable. Write us for particulars; they are sent free and will surprise and interest you, and perhaps determine great things for you.

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A SCHOOLBOY'S ESSAY ON PAVING.

The following luminous and instructive essay on the subject of pavements and paving is supposed to be the production of an English schoolboy, and is given by the *Surveyor*:

Stones and things are used for pavements. I read somewhere that drink often paves the way to a certain place, but when you get there you find it paved with good intentions. I should not think these were good things to pave such busy places with. It must be better in London, where the streets are paved with gold; and Sandy, my chum, says that must Mac-a-dam fine road. Flags are used sometimes for pavements, which gives rise to the saying "trampling the colors under foot," though why love passages often pave the way to an engagement I don't understand, as they can't be good things for soldiers, who want a bolder pavement. I heard of a town once where there was some talk of a wooden pavement, but the men who looked after it settled all that by laying their heads together, which made a very hard, thick pavement. In Yorkshire towns cobblers are used for paving, which must be a good thing for the boots. I don't know

much more about pavement, but you will find out all about it in a book called "The Stones of Venice," by an awfully clever chap, Prof. Rankine, so I will conclude by putting what my master calls a curb on my channels of knowledge.

An English writer says that under similar running conditions the half-inch pitch roller-chain is unequalled for smoothness, but that all roller-chains have a great tendency to stretch in proportion to the amount of their use.

In a ten-mile ride a 28 in. wheel revolves 7,200 times.

A good combination tandem suggests the Garden of Eden, because it is Paradise for two.


A leather cover for handle-bars, to afford a soft grip for the hands, is made and furnished in colors.

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Have Automatic Coaster and Brake.

It adds to the pleasures of cycling and gives an element of safety possessed by no other wheel. If there is no Eclipse agent in your town write for our Special Price.

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Do not walk home.

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

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TRUE AS THE GREENWICH TIME BALL.

Simple, Accurate, Beautiful.
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We will give a rider agent in each town. FREE USE of sample wheel to introduce them. Write for special offer to agents.

H. T. MEAD & PRENTISS, Chicago.




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.



PRACTICAL DIRECTIONS FOR INSTRUCTORS AND LEARNERS.

There are so many persons beginning to cycle, and so many more contemplating the undertaking, that the question of learning quickly is a most interesting one, especially to those who are timid and fear that they may not be able to succeed. If it is possible to remove most of the difficulty, and shorten the early struggles, many who hesitate will be encouraged to try it, and all future cyclists will be benefited.

An experienced wheelman, No. 133,147, who has taught many to ride, states that "any person under forty-five years old can learn to ride in thirty minutes, and that not more than two hours is necessary for anybody between forty-five and seventy," if he or she is in good health. He further says that "in only one instance has one of my pupils consumed more than thirty minutes in learning to mount and ride away," while recently he "taught a man sixty-two years old in eleven minutes," and he has taught many within fifteen minutes.

Such facility in imparting to pupils the elementary principles, and in enabling them to ride alone after so brief periods of tuition, indicates a very practical and efficient method, and probably unusual power in impressing correct ideas and right movements upon the learner. The way in which he proceeds is as follows. He says to the learner:

"Get into the saddle while I hold the bicycle.

Push on the pedals; you cannot make the wheel go unless you do. Do not pull on the handle-bars; the motive power cannot be applied there. Feel your pedals all the way round; this will help you to keep your feet on them. If you are falling to the right or left, turn the front wheel in that direction; this will bring you to an erect position, but do not jerk the handle-bars to accomplish this—do it gently and steadily. Do not kick the pedals down; an even, steady pressure is what does the work—a kick may send you off. Above all things, do not jump from the wheel under the impression that you are falling. I am holding you and you *cannot* fall.

"I carefully refrain from touching any part of his person. I grasp the saddle, or the top of the rear forks, firmly with one hand, and start the wheel. Then I tell the beginner he must do the rest himself. I absolutely refuse to furnish motive power, unless the beginner comes to a full stop. I do prevent the wheel from falling, but do not stop the 'wabbling' that is so distinctly a feature of every beginner's work. He must do his own work, both guiding and pedaling."

For mounting. "Take hold of the handle-bars, put right foot on the ground immediately below the axle of the rear wheel. Put left foot on the step. Now, with three hops of the right foot give a momentum to the bicycle. At the last hop stand on the step, keeping the right foot well out from the rear wheel, and let the wheel run until it has almost stopped. After having done this a few times, put

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



Fairbanks-Boston Laminated **WOOD RIMS**
are the highest grade
for bicycles. Be sure you have them on your
1898 high grade bicycle. Send us your address
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FAIRBANKS-BOSTON RIM CO., BEDFORD, MASS., & BRADFORD, PA.

THE "SEARCH LIGHT"

It's Such a Good Lamp
it becomes your best friend.
It cannot blow nor jar out.

For sale by all dealers. Send for Booklet 338.
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The Strauss Puncture Proof Tire goes anywhere
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"MY OWN" CYCLES WITH Patent Combined Automatic
Coaster and Brake...
Coast with pedals stationary and feet on them. Nothing so fine since inven-
tion of pneumatics. From Factory straight to Rider below jobbing prices.
No Trash. No Job Lots. Send for Catalogue and Special Offer.
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BURTON Automatic Adjustable HANDLE-BAR

To close out stock slightly damaged by smoke, we will sell these Bars at
\$1.50 each. Express charges prepaid. Cash with the order. Give
size of stem. **THOS. KANE & CO., 66 Wabash Ave., Chicago.**

ALUMINUM LACQUER

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

your right leg over the saddle and *slide* into it. Do
not jump into the saddle. Do not be afraid of fall-
ing. You cannot go fast enough to get a hurt if
you should fall."

In case of women, "get the right crank about
two inches higher than it is when it is parallel with
the ground. Step over the frame; stand with both
feet on the ground and adjust your skirts so that
they will not catch on the saddle. Put your right
foot on the pedal, and step up just as you step up
a curb-stone, or a stair, allowing all your weight to
rest on the pedal. When your knee is straight,
slide gently back into the saddle, without a jar, and
without releasing the pressure on the pedal.

"Do not be in a hurry to catch your pedals.
There are two on the wheel, and both are sure to
come your way if you wait for them." The instruc-
tor must keep his hands off his pupil if he is to ac-
quire confidence, and he is to be allowed to "do all
the wabbling he wishes."

"Seven persons out of ten have to reach too far
for their pedals. . . . When you are on the saddle,
and the pedal is at its lowest point, your heel should,
with your knee straightened, fall one inch below the
top of the pedal. In riding, the knee should *never*
be straight."

The methods here advised and the principles set
forth are the correct ones; but considerable experi-
ence, as well as no small knack of management, is
required by an instructor to enable him to complete

COLUMBIA BICYCLES
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to trade.

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

DETACHABLE SPROCKET RIM.



For increasing size of front Sprocket Wheels, there-
by giving a higher gear with little trouble and expense.
Made in all sizes for any make of bicycle. They slip
on over the old Sprocket Wheel and wedge. **NEW**
PRICES. Write for circular and quotations.
Extra chain-links and screw-driver furnished.

THE McELWAIN-RICHARDS CO., Indianapolis, Ind.

Stool, Adjustable and Stationary
Handle Bars

THE WOOD
MANUFACTURING
COMPANY,

Toledo, Ohio.



his work in so brief periods as those described.
However, neither pupil nor teacher could seriously
complain if, in following these directions, two or
three times as much time were occupied in enabling
the beginner to ride alone.



CYCLERS' SNAP SHOTS. — GATEWAY TO GARDEN OF THE GODS, PIKE'S PEAK.

Photo. by L. L. Schumo, Philadelphia.

An organ of the wagon trade, *The Hub*, advises
carriage repairers to include cycle repairing in their
work, and promises to publish articles to help them.
It also says that carriage men lost money by antag-
onizing the cycle trade, and should not repeat the
error on the repair question.

"Arctic" Chain Lubricant "Never-Hot"

Sticks of "Arctic," 5 cents.
Tubes of "Never-Hot," 15 and 25c., of your dealer, or sent by mail by
ARCTIC LUBRICANT CO., 129 Furman Street, Brooklyn, N. Y.

REMEMBER THE MAINE!

Silver-plated, handsomely engraved and embossed Souvenir Spoon of Captain Sigsbee and the Maine. *Every American* should have one of these beautiful and patriotic souvenirs of the terrible disaster in Havana Harbor. 10c. (in silver), postpaid; 6 for 50c. EDW. R. SIMMONS, L.A.W. No. 7132, Bristol, Conn.

The Downes Bicycle Seat Price \$3.00

Neat, Practical, and without Pommel. Send for Circular.
Supplee Hardware Co., Phila., Pa. Hibbard Spencer Bartlett & Co., Chicago.
Hartley & Graham, New York. Downes Bicycle Seat Co., Philadelphia.

ROSE CREAM—A boon to Cyclists and others, Cures Tan and Sunburn immediately; makes the skin smooth, soft, and white. Gives that transparency and freshness so much admired. 25c. per bottle; three bottles, 50c.
W. N. YOUNG, Druggist, Milan, Mich.

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

In use by all principal railroads, and in hundreds of homes.
20-Page Descriptive Booklet Free.
F. W. WHITCHER & CO. 4 High St., Boston, Mass.

**STERLING BELLS**

ARE
THE
BEST...

All Styles and Sizes.

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

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



JOE LINCOLN.

To my office window,
gray,
Come the sunbeams in
their play,
Come the dancing, glancing
sunbeams, airy fairies of
the May,

Like a breath of Summer-time,
Setting Memory's bells a-chime
Till their jingle seems to mingle with the measure of my
rhyme.

And above the tramp of feet
And the clamor of the street,
I can hear the thrush's singing ringing high and clear and
sweet—

Hear the murmur of the breeze
Through the bloom-starred apple-trees,
And the ripples softly splashing and the dashing of the seas;

See the shadow and the shine
Where the glossy branches twine,
And the ocean's sleepy tuning mocks the crooning in the pine;

**THE SECURITY COASTER**

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

DIVINE BROS., Utica, N. Y.

..A '98..

PROPOSITION

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

MANSON CYCLE CO.

153-155 W. Jackson Street, Chicago.

RIDE THE CHRISTY SADDLE.

Physicians endorse it and high grade manufacturers furnish it without additional cost. Price, \$5.00. Booklet free.
NEW YORK A. G. SPALDING & BROS. CHICAGO

ROAD MAPS

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

Bicycle Bargains in Hagerstown

'98 Model, 3 Crown, for \$40.
'98 " Flush Joints, for \$35.
'98 " Outside Joint, for \$25.
'97 " and Good ones, at \$20.

Big Values to L. A. W. Riders for Cash.
Send for specifications and see how good they are. Any of these wheels sent on approval. Address, W. W. CRAWFORD & CO., Hagerstown, Md.

ELASTIC STOCKINGS

Knee Caps, Anklets, etc. Special prices to bicyclists. Send for price list to manufacturer, L. H. SCOTT, 515 Main Street, Worcester, Mass.

OUR EXCHANGE PROPOSITION.

Express your saddle to us prepaid, stating what you want. We quote price on exchange, returning saddle at our expense if unsatisfactory (Broken saddles excepted). Put your name and address on tag. BICYCLE SADDLE EXCHANGE, 26 West Broadway, New York.

Hear the catbird whistle shrill
In the bushes by the rill,
Where the violets toss and twinkle as they sprinkle vale and
hill;

Feel the tangled meadow grass
On my bare feet as I pass;
See the clover bending over in a dew-bespangled mass,
See the cottage by the shore
With the pansy beds before,
And the old familiar places and the faces at the door.

Oh, the skies of blissful blue,
Oh, the woodland's verdant hue,
Oh, the lazy days of boyhood when the world was fair and
new!

Still to me your tale is told
In the Summer sunbeam's gold,
And my truant fancy straying, goes a-Maying as of old.

IN A STATE OF NATURE.

The government road commissioner of Canada, in a recent address, advised the people of the large town in which he spoke to leave their roads alone. He said that they could not possibly get any worse, and, if they were not touched, Nature might perhaps improve them.

While trying to ride a bicycle
Is it right to call it a try-cycle?

The better the roads, the more prosperous the people who come to make their homes beside them.

The easiest and cheapest way to keep the roads in condition is to put wide tires on vehicles.

\$10⁰⁰ FOR OPINIONS

SEE PROPOSITION BELOW.

WINNERS FOR MAY 6, 1898.

First.—C. CARLTON SMITH, New York City.

Second.—E. S. HILDRETH, Holyoke, Mass.

Third.—DAVID W. HARTS, Lincoln, Ill.

It is n't wise to hide a truth behind a cloud of doubt.
It's all in vain to love a girl unless she finds it out.
And yet some men will own a store with goods all closely packed
And never think it worth their while to advertise the fact.

In the vicinity of the L. A. W. BULLETIN office is often seen a peculiar character who, for many years, has wandered up and down this part of the earth attending strictly to his peculiar business.

No matter how hot the day, he always wears an overcoat, and, in the opinion of the "oldest inhabitant," the identical coat which he now wears is the one he began business with in 1837.

He leans to one side at a pronounced angle, the centre of gravity being kept over the base by means of a huge bundle of old umbrellas.

No one has ever seen him except with this bundle, and it is presumed that he could not stand up without it.

He constantly utters a wild, despairing cry, which no one can understand but which, after long years of observation, is supposed to mean that he is engaged in the business of repairing umbrellas.

Just why his repairing is superior to that of other "artists" in his line he does n't pretend to state (at least not intelligibly), while from the slipshod and incoherent manner in which he advertises, we are lead to infer that his work is not of the best.

In other words, his is a style of advertising that "attracts attention but does not command respect."

The L. A. W. BULLETIN readers like to know the "reasons why"

A good advertisement implies good goods.

"Unsung, unseen," in boyhood days,
We used to "swap" our knives;
And some, those simple boyish ways,
Will follow all their lives.
They purchase advertising space
And, without hesitation,
Put up their "dough" and never know
The paper's circulation.

A writer asks: "What assurance have I that these ad. critic prizes are not given to the BULLETIN's friends?"

We can assure him that no prizes are given *except* to friends of the L. A. W. BULLETIN, for the reason that the man who writes the best letter is the best friend.

To answer the question more explicitly: If you have any serious doubts we would advise extreme caution, for, as Shakespeare said, —

"When clouds are seen, wise men put on their cloaks."

It often happens that if a man does n't advertise his goods sufficiently the sheriff may do it for him later. And the sheriff does n't put half as much feeling into it, either.

WHAT TO DO.

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

Write a letter addressed as shown:

Ad. Critic. L. A. W. BULLETIN,
May 27. BOSTON, MASS.

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

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

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

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

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

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

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

To the writers of the best three letters we will send (on June 10) checks for \$5.00, \$3.00 and \$2.00, as above.

11,068 Camera Fiends

Used Karma Amateurs who have never tried Karma may, before June 20th only, send 10 cts. coin and 5 names of camera owners in payment for a 25c. box (tones 250 4 x 5's). Send to-day and tell your friends.

And only 3 Kicked!

GEO. B. BERGEN, 73 P McVickers, Chicago, Illinois.

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

THE FAMOUS
STANLEY PLATES
give wonderful gradations of
Light and Shade
Sometimes called "Chemical Effects."

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



YALE CAMERA

No. 2

TAKING PICTURES $3\frac{1}{2} \times 3\frac{1}{2}$ in.

With complete
Printing, Toning and
Developing Outfit

"THE
WHOLE
THING"
FOR

\$2.00

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

With our outfit, consisting of six $3\frac{1}{2} \times 3\frac{1}{2}$ inch dry plates, two trays, toning and developing solutions and printing frame, any one can get satisfactory results. We guarantee everything. Sample picture sent on receipt of 4 cents in stamps.

WE PREPAY ALL CHARGES.

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

THE DEVIL'S BUSINESS.

NIXON WATERMAN.

The president of the Ohio Liquor League said in his speech, at the recent annual meeting of that organization: "The success of our business is dependent largely upon the creation of appetite for drink. Men who drink liquor, like others, will die, and if there is no new appetite created our counters will be empty, as will be our coffers. The open field for the creation of this appetite is among the boys. After men have grown and their habits are formed, they rarely ever change in this regard. It will be needful, therefore, that missionary work be done among the boys, and I make the suggestion, gentlemen, that nickels expended in treats to the boys now will return in dollars to your tills after the appetite has been formed. Above all things, create appetite."



INVITE the boys to take a drink,
Mix poison with their brains;
Ensnare their princely power to think,
In Rum's debauching chains.
What though a mother's heart shall break,
And earth be filled with gloom,
Since these are things that help to make
The Devil's business boom.

Oh, who shall heed a sister's tears
Or hear the moan of wife,
Or count the bleared and blasted years

That blot the drunkard's life?
What though a childish heart must ache,
And shame a soul consume,
Since these are things which help to make
The Devil's business boom?

Yes, ask the boys to drink, for when
They learn to drain the cup,

Though they attain the strength of men,
They shall not give it up.
And drug them so they may not wake
To flee their final doom,
For Hell, itself, was planned to make
The Devil's business boom.

SINGLE-TUBE TIRES ABROAD.

There are four reasons given why single-tube tires are not more popular abroad: 1. It is said that foreigners prefer to be able to take their tires apart and examine their internal condition, fearing that if they cannot do so they will be caught with "a pig in a poke." 2. It is alleged that inferior single-tube tires have been shipped abroad, thereby causing distrust of all tires so constructed. 3. It is claimed that the harder roads of Europe cause more frequent punctures, and that the repair that can be effected in a double-tube is preferable. 4. Foreign bicycle agents lack knowledge and facility for repairing single-tubes.

During 1897 there were 108 members of the C. R. C. who rode double centuries, twenty-eight rode triple centuries, and six rode quadruple centuries.

SMALL ministers are not specially sought after, although every church is looking for the light divine.

CHURCH porches, in England, are being utilized for accommodating the bicycles of those who ride to church services.



ROAD AND SIDE-PATH CONSTRUCTION.

It is now about twelve years since wheelmen began the agitation for better highways. The subject then was of no general interest, and had, up to that time, received no attention, except in a few favored localities where wealthy towns had begun to improve their streets. It is true that quite a reputation had been gained for these villages, but their example had not incited others to make similar improvements.

Of all travelers, the cyclist is best fitted to notice and appreciate the condition of the highways, and it may be truly said that though, in 1886, his seat on the high wheel elevated him above the lowly position of to-day, he was much more likely to come into intimate, personal contact with road surfaces than he is at present. His observation and experience soon convinced him that highways were generally badly made and poorly kept, and that their improvement would be a distinct public gain.

The public at first regarded the wheelman's advocacy of better roads as a purely selfish move, and this idea has not even yet been wholly dissipated; but so much investigation and discussion have followed in the wake of the persistent agitation by cyclists and other good roads advocates, that it is now fairly evident to a considerable part of the community that the welfare of all classes would be promoted in many ways through the establishment and maintenance of firm, permanent roadways.

The wheelman, for his part, is better equipped to traverse poor roads now than he was prior to 1890, for low bicycles and pneumatic tires place him at a great advantage as compared with high machines and hard tires of the earlier date. If he possessed no public spirit, his interest in promoting further improvements might languish, but he is still found in the fore-front of the agitation, and is sure to remain there.

It is not to be denied, however, that the work he undertook, and is so active in promoting, has its discouragements, and that he is sometimes almost tempted to leave it entirely to others, who are, or should be, more deeply interested in it. Nevertheless, he remains loyal to it, and will continue to do so until full success is finally achieved.

But, having gone thus far, and accomplished so much, in a general way, it cannot be considered

strange, or disloyal to the good roads cause, if wheelmen give more heed to their immediate interests, especially in places in which it is thus far impossible to secure action on the highways. There are still many localities in which roads and paths are unfit for bicycles to travel over through a good portion of the year, and are at no time good, and it is not only desirable, but eminently right and proper, that riders of cycles should endeavor to provide decent pathways for themselves under such circumstances.

There is no conflict in the two ideas. Hard highways are a national necessity. They must eventually come. Many steps toward securing them have been taken, but many more remain, and in the undertaking there will be no harder or more faithful workers than the wheelmen of the country.

But smooth side-paths are the only source of enjoyable riding for thousands of wheelmen scattered throughout the land, and are of deep importance to them. Their construction not only confers upon such cyclists a prompt and considerable benefit, but gives to others a permanent illustration of the advantages conferred by means of rapid locomotion and transportation, thus inculcating on observers one of the fundamental reasons for the existence of good roads.

GOOD ROADS TAXATION.

I have been entertained by the suggestions of your correspondents on various methods of raising money with which to build and improve roads. They nearly all disregard the only sound principle of "taxation according to benefits conferred." The letter of No. 155,971, in your issue of April 22d, is an exception, and shows an appreciation of the truth when it points out that land values are the proper subject from which to raise the revenue for road building. Land is the only form of property the value of which is enhanced by public improvements, and a land-value tax is the only one that can be collected with certainty and absolute impartiality.

By imposing the tax on the value of all the land of a county or of the entire state, no injustice would be possible. Cities, towns, and villages receive the largest benefit from good roads, and they, having the greatest land values, would pay the major part of the tax. Good roads do not increase the selling-price of the farmer's products, however much they help him in other respects, and the improved value of farming land is small. Hence, such taxation would not burden the farmer. On the contrary, it would benefit him in many ways, and of all producers he most needs relief from burdensome taxation and is most entitled to an increased enjoyment of the advantages of civilization. No. 173,628.

Under present methods, how long will it take to get good roads and what will they cost? In one township in Michigan \$132.15 were expended in repairing the roads, and \$97.52 were paid for over-seeing the outlay of that sum.

League of American Wheelmen

... Official Department ...

ABBOT BASSETT, Editor.

Officers for 1898 and 1899.

President, ISAAC B. POTTER, Potter Building,
New York City.

1st Vice-President, T. J. KERNAN, JR.,
Press, Pittsburg, Penn.

2d Vice-President, EDWARD N. HINES,
35 Larned St., West, Detroit, Mich.

Treasurer, J. C. TATTERSALL,
Box 329, Trenton, N. J.

Secretary, ABBOT BASSETT,
Russia Bldg., 530 Atlantic Ave., cor. Congress St.,
Boston, Mass.

Standing Committees.

Executive and Finance.

THE PRESIDENT AND VICE-PRESIDENTS.

Highway Improvement.

OTTO DORNER, Milwaukee, Wis.

Racing Board.

ALBERT MOTT, Park Heights,
near Kate Ave., Baltimore, Md.

A. D. WAIT, Cohoes, N. Y.

HERBERT W. FOLTZ, Indianapolis, Ind.

W. I. DOTY, Denver, Colo.

A. W. ROBINSON, 4 Post Office Sq., Boston, Mass.

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

Rules and Regulations.

E. KOSTOMLATSKY, Cedar Rapids, Ia.

RENEWAL LIST NO. 20.

Including renewals from May 16-21 inclusive.

Alabama	New Jersey	175
Arizona	New Mexico	1
Arkansas	New York	542
Colorado	10 North California	13
Connecticut	43 North Carolina	2
Delaware	3 North Dakota	76
District Columbia	15 Ohio	1
Florida	2 Oklahoma	524
Georgia	2 Oregon	22
Idaho	34 Pennsylvania	5
Illinois	23 Rhode Island	2
Indiana	12 South California	17
Iowa	7 South Carolina	6
Kansas	10 South Dakota	3
Kentucky	2 Tennessee	348
Louisiana	11 Texas	1
Maine	30 Vermont	5
Maryland	348 Virginia	6
Massachusetts	25 Washington	36
Michigan	3 West Virginia	1
Minnesota	1 Wisconsin	2,115
Mississippi	54 Wyoming	
Missouri	3 Canada	
Montana	3 Foreign	
Nebraska	3 Mexico	
Nevada	21 Indian Territory	
New Hampshire		

NATIONAL COMMITTEE APPOINTMENTS.

The following further appointments are hereby announced:

Transportation:

Burley B. Ayers, 924 Walnut st., Chicago, Ill.

Under provisions of Section 4, Article 6, of the Constitution, Chairman Ayers, of the Transportation Committee, may select further members for this Committee.

Rules and Regulations:

Leo A. Caro, City Hall, Grand Rapids, Mich.

Rights and Privileges:

Conway W. Sams, Bank of Baltimore Bldg., Baltimore, Md.

Herbert W. Knight, Prudential Bldg., Newark, N. J.
Frank B. Van Valkenburgh, 710 Webster pl., Milwaukee, Wis.

Membership:

Robt. H. Scott, P. O. Box 245, Manchester, N. H.

W. A. Howell, Rockville, Conn.

Howard L. Perkins, P. O. Box 103, Providence, R. I.
ISAAC B. POTTER, President.

MICHIGAN DIVISION.

One hundred in a bunch, and we did it with some to spare and we can do it every week if you will only do your share. In this one hundred lot only one-eighth of the towns in the State where we have members are represented. Why wouldn't it be a good plan for the other seven-eighths to get together and duplicate this performance? Was your town represented? Why wasn't it? The wheelmen of your locality derive daily benefits which the L. A. W. has secured for them. Have you no patriotism for your home town? Don't you take any pride in its progress? Let us hear from you occasionally with an application, and also don't forget that the renewals need looking after.

EDWARD N. HINES, Chief Consul.

MAY 21, '98.

KENTUCKY DIVISION.

Mr. Edwin R. Moore has been appointed local consul at Adairville, Ky.

By order of the chief consul.

OWEN LAWSON, Sec.-Treas.

LOUISVILLE, Ky., May 14, 1898.

OHIO DIVISION.

If recruits were as anxious to enlist in the L. A. W. as they have been in the army that is about to invade Cuba, we would have no trouble to carry everything before us in the way of legislation; just as Uncle Sam will have no trouble in wiping out the Spanish army. If you are not going to Cuba, try and help us get recruits for our Good Roads fight.

WILLIAM D. KEMPTON, Chief Consul.

MAY 13, 1898.

OREGON DIVISION.

This is to certify that I have this day appointed the following League hotels:

The Winfield, Bay City; rates, \$1.50 per day; to League members, \$1.00 per day.

The Allen House, Tillamook; rates, \$1.50 per day; to League members, \$1.00 or at \$5.00 per week.

I have appointed the League repair shop, owned by H. Crenshaw, Tillamook; a 20 per cent. discount allowed L. A. W. members.

L. B. PEEPLES, Chief Consul

PORTLAND, May 11, 1898.

MARYLAND DIVISION.

I hereby give notice that at the next meeting of the Board of Officers of the Maryland Division, L. A. W., I will offer the following amendments to Article III, Section 2 (a), and Section 2 (c), of the By-Laws of said division.

Section 2 (a) to read: A nominating convention shall be held between the 5th and 20th of October in each year, etc., instead of "A nominating convention shall be held between the 10th and 15th of October in each year," etc.

Section 2 (c) to read: "The chief consul shall call meetings of the unattached members prior to October 5th of each year, when they shall elect one delegate for every twenty-five members present."

F. B. EISENBRANDT, Member-at-Large,

Md. Div. Board of Officers.

BALTIMORE, MD., May 19, 1898.

MARYLAND DIVISION.

MEMBERS.

Local Consuls can get a full supply of new recruiting literature and list of prizes by writing to the Secretary-Treasurer of the Maryland Division.

NEW MEMBERS.

I will ask each old member of the Division to promise to get one new member during the year. Will you make that promise and keep it?

RENEWALS.

There are still some of the old members still unrenewed. Will you not look them up. Local consuls should give this matter their especial attention.

C. W. SAMS, Chief Consul.

WISCONSIN DIVISION.

The Milwaukee Board of Consuls of the L. A. W. has arranged with the St. Charles Hotel management to establish an L. A. W. consulate, and to provide special accommodations to wheelmen. An expert bicycle repair-man, with all the necessary machinery, will be in the basement of the hotel ready to give service to wheel riders at a very nominal cost and at hours of the night and on Sundays when it is difficult to receive accommodations elsewhere. In connection with this, a free L. A. W. check-room will be established, where visiting wheelmen, as well as local wheelmen, will be able to check their wheels at all times without cost. Adjoining the hotel lobby a room has been set aside where all the latest bicycle road maps, charts and cycle periodicals will be kept on file for those who seek

information. The room will be open at all times and free to L. A. W. members and guests of the hotel.

Be kind enough to spread this information among the wheelriders of your acquaintance.

M. C. ROTIER, Chief Consul.

PENNSYLVANIA DIVISION.

The semi-annual meeting of the Board of Officers of this division is, by action of the Executive Committee, hereby called to be held on July 2d, at Allentown, at the time of the State Meet at that place.

At that time I shall submit the following amendments to the Constitution and By-Laws, in conformance with a resolution adopted at the annual meeting of the Board in December, 1897, relative to the semi-annual meeting, and to meet changes made in the National Constitution and By-Laws at the last meeting of the National Assembly.

CONSTITUTION.

In Article 5, strike out the word "and" between the words "Road Book" and "Hotel," dividing into two committees what has heretofore been one committee.

Change Article 7 to read: A meeting of the Board of Officers, etc.

BY-LAWS.

In Section 1, of Article 2, strike out the words "and the semi-annual meeting between the first day of June and the fifteenth day of August."

In Section 1, of Article 3, strike out the words "and semi-annual" and change the word "meetings" to "meeting" in the second paragraph. Also strike out the words "He shall be allowed such sums annually for the expenses of his office as shall be fixed by the Board at its annual meeting."

Change Section 4, of Article 4, to read: "Each League Club located in the division shall be entitled at the end of six months after joining the League," etc.

In Section 4, of Article 5, change the word "semi-annual" to "annual."

In Section 3, of Article 6, substitute for the words "They shall also" "The Hotel Committee shall," making a new section of that part of the section and changing the numbers of the following sections to correspond.

Following Section 2, in Article 1, insert the following new section relative to junior membership:

"Section 3 (b). There shall also be a junior membership to be subject to the control and management of the Board of Officers. Such junior membership shall consist of persons between the ages of 12 and 18 years, resident in Pennsylvania, who must be members of families or wards of regular members of the League of American Wheelmen, in good standing, at the time of applying for membership in the junior class.

(b). Each junior member shall be furnished with a numbered ticket of membership by the secretary-treasurer of the State division, and shall also be furnished by the State division with a pin of appropriate design free of charge.

(c). Junior members, while in good standing, shall be entitled to all the privileges and protection offered regular members of the League of American Wheelmen, but shall not have the right to vote for nor hold any office in the League, nor to receive, without charge, the L. A. W. BULLETIN, road books or other publications issued free of charge to the regular members of the League.

(d). Each junior member shall also be entitled to hotel and repair-shop discounts while touring in the company or under the care and control of a regular member of the League.

(e). Each applicant for membership in the League as a junior member shall pay to the secretary-treasurer of the division an entrance fee of 25 cents, and shall pay annually the sum of 50 cents as dues. Such entrance fees and dues shall be paid into the treasury of the State division for the exclusive use and benefit of the division.

(f). When a junior member shall attain the age of 18 years his membership shall terminate, but such member may, on application to the secretary-treasurer of the division, if otherwise eligible, be entered, after publication in the L. A. W. BULLETIN, on the membership roll of the League of American Wheelmen on payment of the membership dues of the League, and shall thereafter be entitled to all rights, privileges and benefits of a regular member of the League of American Wheelmen.

(g). It shall be the duty of the secretary-treasurer to at once notify the secretary of the League of American Wheelmen to enter on the roll of the League the name and residence of such member.

Change Section 3 to Section 4.

P. S. COLLINS, Sec.-Treas.

MAY 20, 1898.

KANSAS DIVISION.

The Kansan is naturally patriotic, and the reason you have not enlisted is simply because your claim has not been recognized in the crush.

In the second call perhaps you may be more fortunate, and have your locality represented, but if that fails, why not bend your energies in the line of peaceful pursuits, such as recruiting members for this division, building good roads, etc.

If you read your BULLETIN you notice that most of the accessions are coming from one city. This should

not be. The growth, to be healthy, should be general. Can you help it with one from your city?
 And you ever try to show how much interested you were? I will cheerfully record your success. Don't be afraid to send one.
 W. C. F. REICHENBACH, Sec.-Treas.

IOWA DIVISION.

If the members of the Iowa Division wish the division to grow in membership, they must lend a helping hand and do a little individual work. The Chief Consul and Secretary-Treasurer cannot do it all alone. Both of these officers are now devoting more of their time to the work of the Iowa Division than they can afford to give, and they must receive the assistance of the members generally if the work is to be a success in Iowa this year.

A Local Consul has been appointed in every town in the State containing L. A. W. members and yet out of this list only twenty-two Local Consuls have sent in this list only twenty-two, and few have done any work any new names whatever, and few have done any work any new names whatever. The great majority have done absolutely nothing toward building up the League membership in their towns. Last week by almost superhuman efforts the membership was built up to 801; this week it has dropped back to 778, and the outlook for further drops is good indeed unless the Local Consuls and members themselves display a little interest and help with the work. Many Local Consuls will not even reply to a letter of inquiry when a return envelope is enclosed; this is not the way to help build up the League. It means something to be a Local Consul.

The Iowa Division must have two hundred new members within the next month, and we want to hear from every one of the one hundred and more Local Consuls in Iowa who so far this year have done nothing to warrant holding their position.

E. A. SHERMAN, Sec.-Treas.

CEDAR RAPIDS, IA., May 17, 1898.

MICHIGAN DIVISION.

To the Members of the Michigan Division:

On May 6th the BULLETIN showed that we had 2,024 members. On the first of December we had 2,025 members; since that time we have put in 308 applications, which shows that, in spite of this splendid increase, 309 members have failed to renew. If you are a member of the League in Michigan, you know of anyone who is a member of the League in your locality, look him up and make sure that he has sent in his renewal at the time of expiration. Members have 60 days in which to renew without a fine, after that time it will cost them fifteen cents a month additional to the regular renewal fee of one dollar.

The work that has been accomplished in this state during the past one and a half years compares favorably with that of any state in the Union, and certainly merits an effort on your part, and loyal support, in fact, on the part of all wheelmen. Remember, we wish to go before the next state legislature with a cycle-path bill, a guide-board law and a good-roads bill; and if we hope to meet with any success, we cannot afford to lose our members faster than we are getting them. Every wheelman who now is a member should certainly remain with us, and they will, if you do your share in urging them to send in their renewal; and every wheelman who is not a member owes it to himself and the organization to join. Your officers are serving without any reward, and their efforts certainly merit some assistance on your part.

Trusting they may receive your cordial support, I remain,
 Very sincerely,
 EDWARD N. HINES, Chief Consul.

RACING BOARD BULLETIN.

BALTIMORE, May 20, 1898.

The contracts of the National Track Association, Cambridge, Mass., with J. F. Casey and Victor Eckberg, Worcester, Mass., are approved.
 The suspension of John Penseyres, Buffalo, N. Y., expired May 7, 1898.
 The suspension of H. L. Larrissey, Columbia, S. C., expired May 14.
 The suspension of Benj. Turton, Newark, N. J., has expired.

Registered.

- No. 66—Johannes H. Wisby, Denma-k.
- No. 67—John Lawson, Chicago, Ill.
- No. 68—Iver G. Lawson, Chicago, Ill.
- No. 69—James Bowler, Chicago, Ill.
- No. 70—Rudolph Iten, Basel, Switzerland.
- No. 3013—W. S. Sanderson, Memphis, Tenn.
- No. 1026—R. G. Hubbard, Rochester, N. Y.
- No. 1027—Louis A. Callahan, Buffalo, N. Y.
- No. 2014—F. McLean, Chelsea, Mass.
- No. 2015—Wm. Keating, Chelsea, Mass.
- No. 2016—A. Gray, Ashdale, Me.
- No. 2017—W. W. Parker, Clinton, Mass.
- No. 2019—H. H. Anderson, Brooklyn, N. Y.
- No. 2020—W. B. Sherer, Manchester, N. H.
- No. 2021—R. Leonard, Buffalo, N. Y.
- No. 2022—Tom Barnaby, Revere, Mass.
- No. 2023—E. McDuffee, Cambridge, Mass.
- No. 2024—W. F. Sager, Denver, Colo.
- No. 2026—E. W. Swanbrough, Denver, Colo.

- No. 2027—W. J. Eckberg, Worcester, Mass.
- No. 2028—J. F. Casey, Worcester, Mass.
- No. 2029—Tom Regan, Waltham, Mass.
- No. 2030—Jas. Driscoll, Chelsea, Mass.
- No. 2031—L. P. Callahan, Waltham, Mass.
- No. 2032—F. H. Allen, Springfield, Mass.
- No. 2033—Barnes Pierce, Waltham, Mass.
- No. 2034—Chnt Couleer, Chicago, Ill.
- No. 2035—A. E. Darlow, Cambridge, Mass.
- No. 2036—W. E. Tenzler, Broad Brook, Conn.
- No. 2037—J. T. Kelleher, Springfield, Mass.

National Circuit Dates Accepted.

Breeders' Association, Glens Falls, N. Y., June 28.
 They are assigned the one-mile championship.
 ALBERT MOTT,
 Ch. R. B., L. A. W.

STOLEN WHEELS.

DAYTON ROAD RACER, Special, No. 26,908. Stephen R. Lincoln, Taylor Bldg., Taunton, Mass.

SPAULDING, No. 79,011. H. Cleveland, 27 E. 73d, N. Y. City.

OLD POWDER HOUSE, No. 3,070. F. W. Gifford, 192 Amory st., Jamaica Plain, Mass.

STERLING, No. 82. A. L. Berge, 120 No. 2d st., Newark, N. J.

WOLFE AMERICAN, No. 20,464. Herber J. Metcalf, So. Framingham, Mass.

TO ALL L. A. W. MEMBERS:

A new League benefit has been acquired for our members, and the publishers of a large number of periodicals have agreed to send their publications to L. A. W. members at special "club rates," which show a considerable reduction from the regular subscription prices. These publications are included in the following list, which covers nearly every department of periodical literature.

Important.—In each case the subscriber is to send the subscription price to Secretary Bassett (530 Atlantic Ave., Boston, Mass.). Secretary Bassett will at once forward the subscription to the publisher with an official paper certifying that you are a League member and entitled to this discount. Separate printed lists in circular form are being prepared and will shortly be ready for distribution among the officers of the State Division and among members who may require them.

Publications marked thus (*) refuse to allow us to quote reduced rates direct to League members, but pay the League a small commission on each subscription. The amounts thus received will be devoted to the part payment of expenses for running this department.

As we supply the periodicals at cost, members are requested to send five cents additional in each case to pay postage.

ISAAC B. POTTER, President.

Number of publication is given first, followed by title and place of publication; class of paper; initials D. for daily; W. weekly; B. W. bi-weekly; M. monthly; S. M. semi-monthly; B. M. bi-monthly; Q. quarterly; S. A. semi-annually, followed by regular subscription price and price to L. A. W. members.

(CONCLUDED).

- 293. McClure's Magazine, N. Y. Literary. M. \$1. 80c.
- 294. Macmillan's Magazine, N. Y. Literary. M. \$3. \$2.50.
- 295. Manufacturer and Builder, N. Y. Mfr. and Bldr. M. \$1.50. \$1.
- 296. Marine Journal, N. Y. Marine W. \$2. \$1.50.
- 297. Marine Record, Cleveland. Marine W. \$2. \$1.75.
- 298. Marine Review, Cleveland. Marine W. \$2. \$1.50.
- 299. Maryland Farmer, Baltimore. Agricultural. M. 50c. 25c.
- 300. Masonic Advocate, Indianapolis. Masonic. M. \$1. 75c.
- 301. Masonic Chronicle, Columbus. Masonic. M. 50c. 40c.
- 302. Masonic Tidings, Milwaukee. Masonic. M. \$1. 60c.
- 303. Massachusetts Ploughman, Boston. Agricultural. W. \$2. \$1.50.
- 304. Mathematical Magazine, Washington. Mathematical. 4 Nos. \$1. 80c.
- 305. *Medical Age, Detroit. Medical S. M. \$1. \$1.
- 306. Medical Bulletin, Philadelphia. Medical. M. \$1. 75c.
- 307. Medical Brief, St. Louis. Medical. M. \$1. 85c.
- 308. Medical Century, Chicago. Medical. M. \$3. \$2.50.
- 309. Medical Examiner, N. Y. Medical. M. \$2. \$1.50.
- 310. Medical Mirror, St. Louis. Medical. M. \$1. 75c.
- 311. *Medical Summary, Philadelphia. Medical. M. \$1. \$1.
- 312. Medical Times and Register, Philadelphia. Medical. B. W. \$2. \$1.
- 313. Medical World, Philadelphia. Medical. M. \$1. 75c.
- 314. Medical and Surgical Journal, St. Louis. Medical. M. \$1. 75c.
- 315. *Medical and Surgical Reporter, Philadelphia. Medical. W. \$3. \$3.
- 316. Medico Legal Journal, N. Y. Med. Law. Q. \$3. \$1.50.
- 317. Meehan's Monthly, Philadelphia. Horticultural. M. \$2. \$1.75.
- 318. Metal Worker, N. Y. Metals. W. \$1. 75c.
- 319. *Metropolitan Magazine, N. Y. Literary. M. \$1.50. \$1.50.
- 320. *Metropolitan Rural Home, N. Y. Literary. M. 50c. 50c.
- 321. Michigan Poultry Breeder, Battle Creek, Mich. Poultry. M. 50c. 25c.
- 322. *Milling World, Buffalo. Milling. W. \$1.50. \$1.50.
- 323. Mind and Body, Milwaukee. Physical Culture. M. \$1. 75c.
- 324. Mines and Minerals, Scranton. M. \$2. \$1.33.
- 325. Mining and Scientific Press, San Francisco. Mining. W. \$3. \$2.70.
- 326. Modern Medicine and Bacteriological Review, Battle Creek, Mich. Medical. M. \$1. 85c.
- 327. Modern Methods, Boston. Educational. 10 numbers. \$1. 80c.
- 328. Modern Miller, St. Louis. Mill and Grain. W. \$2. \$1.50.
- 329. Montana Stockman and Farmer, Helena. Agricultural. S. M. \$1. 65c.
- 330. Munsey's Magazine, N. Y. Literary. M. \$1. 85c.
- 331. Munson's Photographic News and Teacher, N. Y. Shortland. M. \$1. 80c.
- 332. Music, Chicago. Music. M. \$3. \$2.
- 333. Musical Million, Dayton, Va. Music. M. 50c. 25c.
- 334. National Barber and Druggists Gazette, Philadelphia. Barbers. M. \$1. 50c.
- 335. *National Bimetallist, Washington. Bimetal list. S. M. \$1. \$1.
- 336. National Builder, Chicago. Building. M. \$2. \$1.50.
- 337. National Druggist, St. Louis. Druggists. S. M. \$1. 80c.
- 338. National Harness Review, Chicago. Harness. S. M. \$1. 60c.
- 339. National Magazine, Boston. Literary. M. \$1. 70c.
- 340. National Stenographer, Chicago. Stenography. M. 40c. 25c.
- 341. *National Temperance Advocate, N. Y. Temperance. M. \$1. \$1.
- 342. *National Underwriter, Baltimore. Insurance. M. \$1. \$1.
- 343. Nature, N. Y. Nature. W. \$6. \$5.15.
- 344. Nebraska Farmer, Omaha. Agricultural. W. \$1. 65c.
- 345. *New England Farmer, Boston. Agricultural. W. \$1.50. \$1.50.
- 346. *New Illustrated Magazine, N. Y. Literary. M. \$1.25. \$1.25.
- 347. Nickel Magazine, Boston. Literary. M. 50c. 40c.
- 348. Northwestern Agriculturist, Minneapolis. Agricultural. M. 50c. 45c.
- 349. Northwestern Horseman and Sportsman, Minneapolis. Horses. M. \$1.50. 50c.
- 350. Northwestern Lumberman, Chicago. Lumber. W. \$3. \$2.50.
- 351. Northwestern Illustrated Magazine, St. Paul. Literary. M. \$2. \$1.50.
- 352. Northwestern Miller, Minneapolis. Milling. W. \$3. \$2.25.
- 353. Northwestern Pacific Farmer, Portland, Oregon. Agricultural. W. \$1. 80c.
- 354. *Notes and Queries, Manchester, N. H. Educational. M. \$1. \$1.
- 355. *Odd Fellows Herald, Springfield, Ill. I. O. O. F. S. M. \$1.25. \$1.25.
- 356. Odd Fellows Talisman, Indianapolis. I. O. O. F. M. \$2. \$1.50.
- 357. Odd Fellows Review, St. Paul. M. \$1. 75c.
- 358. Office Magazine, N. Y. \$1. 50c.
- 359. Ohio Poultry Journal, Dayton. Poultry. M. 50c. 30c.
- 360. Ohio Practical Farmer, Cleveland. Agricultural. W. \$1. 75c.
- 361. Oil, Paint and Drug Review, N. Y. Oil, Paint and Drugs. W. \$4. \$3.
- 362. Old Homestead, Cleveland. Family. M. 50c. 25c.
- 363. Our Little Ones in the Nursery, Boston. Juvenile. M. \$1. 85c.
- 364. Our Times, N. Y. Educational. M. 30c. 27c.
- 365. Outing, N. Y. Recreation. M. \$3. \$2.50.
- 366. *Outlook, N. Y. Evangelical. W. \$3. \$3.
- 367. Overland Monthly, San Francisco. Literary. M. \$1. 75c.

P

368. Pacific Medical Journal, San Francisco. Medical. M. \$2. \$1.
 369. Paint, Oil and Drug Review, Chicago. Paint and Paper. W. \$2. \$1.50.
 370. *Parisian Magazine, N. Y. Literary. M. \$1.50. \$1.50.
 371. Parks Floral Magazine, Lisbonia, Pa. Floral. M. 25c. 15c.
 372. Pathfinder, Washington. Current Topics. W. \$1. 75c.
 373. Pharmaceutical Era, N. Y. Pharmacy. W. \$3. \$2.70.
 374. Phonographic Magazine, Cincinnati. Short-horn. S. M. 50c. 40c.
 375. *Phonographic World, N. Y. Phonography. M. 50c. 50c.
 376. Photo American, N. Y. Photography. M. \$1. 90c.
 377. *Photographic Times, N. Y. Photography. W. \$4. \$4.
 378. Phrenological Journal, N. Y. Phrenology. M. \$1. 75c.
 379. Philosophical Review, N. Y. Philosophy. \$3. \$2.70.
 380. Pickings from Puck, N. Y. Humorous. Q. \$1. 85c.
 381. *Plumbers Trade Journal, N. Y. Plumbing. S. M. \$1. \$1.
 382. *Popular Educator, N. Y. Educational. M. \$1. \$1.
 383. *Popular Science News, N. Y. Science. M. \$1.60. \$1.60.
 384. *Poultry Herald, St. Paul. Poultry. M. 50c. 50c.
 385. Poultry Keeper, Parkesburg, Pa. Poultry. M. 50c. 25c.
 386. Poultry Monthly, Albany. Poultry. M. \$1. 75c.
 387. *Power, N. Y. Steam Engine. M. \$1. \$1.
 388. Practical Farmer, Philadelphia. Agricultural. W. \$1. 50c.
 389. Press and Horticulturist. Riverside, Cal. Horticultural. W. \$2. \$1.50.
 390. *Primary Education, Boston. Educational. 10 Nos. \$1. \$1.
 391. Primary School, N. Y. Educational. M. \$1. 90c.
 392. Printer's Ink, N. Y. Advertising. W. \$5. \$2.50.
 393. *Proceedings of the Entomological Society, Washington. Entomology. 4 Nos. \$4. \$4.
 394. Profitable Advertising, Boston. Advertising. M. \$1. 75c.
 395. Public School Journal, Cincinnati. M. \$1.50. \$1.
 396. Puck, N. Y. Humorous. W. \$5. \$4.25.
 397. Puck's Library, N. Y. Humorous. M. \$1.20. \$1.
 398. Puritan, N. Y. Literary. M. \$1. 85c.
 399. Putnam's Historical Magazine, Danvers, Mass. Historical. M. \$2. \$1.80.
 400. Pythian Journal, Indianapolis. K. of P. M. \$1. 50c.
 401. Pythian Knight, Rochester. K. of P. M. \$1. 75c.

Q

402. Quaker, N. Y. M. 25c. 20c.

R

403. Railroad Car Journal, N. Y. Car Building. M. \$1. 75c.
 404. Railroad Gazette, N. Y. Railroads. \$4.20. \$3.40.
 405. Railway Age and Northwestern Railroader, Chicago. Railroads. W. \$4. \$3.
 406. Railway Master Mechanic, Chicago. Railroads. M. \$1. 80c.
 407. Railway Review, Chicago. Railroads. W. \$4. \$3.20.
 408. Recreation, N. Y. Sports. M. \$1.00. 50c.
 409. Red Seal Library, N. Y. W. \$1. 90c.
 410. Reliable Poultry Journal, Quincy, Ill. Poultry. M. 50c. 35c.
 411. Rockies Magazine, Dillon, Mon. Literary. M. \$1. 50c.
 412. Rod, Gun and Kennel, Louisville. Sporting. B. W. \$1. 60c.
 413. *Rudder, N. Y. Yachting. M. \$2. \$2.
 414. Rural Californian, Los Angeles. Agricultural. M. \$1. 60c.
 415. *Rural New Yorker, N. Y. Agricultural. W. \$1. \$1.

S

416. St. Louis and Canadian Photographer, St. Louis. Photography. M. \$1. \$2.
 417. St. Louis Globe Democrat, St. Louis. \$6. \$5.40.
 418. St. Louis Lumberman, St. Louis. Lumber. M. \$1. 50c.
 419. *St. Nicholas, N. Y. Young Folks. M. \$1. \$3.
 420. San Francisco Journal of Commerce, San Francisco. Commercial. W. \$3. \$2.
 421. Sanitarian, Brooklyn. Sanitary. M. \$4. \$3.
 422. Sanitary Plumber, N. Y. Plumbing. M. \$2. \$1.

423. School and Home, St. Louis. Education. S. M. \$1.50. \$1.20.
 424. School Bulletin, Syracuse. Education. M. \$1. 75c.
 425. School Education, Minneapolis. Education. M. \$1. 60c.
 426. School Journal, N. Y. Education. W. \$2.50. \$2.25.
 427. School News and Practical Educator, Taylorville, Ill. Education. M. \$1.25. 85c.
 428. School World, Farmington, Me. Education. M. 50c. 25c.
 429. School of Mines Quarterly, N. Y. Mining. Q. \$2. \$1.50.
 430. *Science, N. Y. Science. W. \$5. \$5.
 431. *Science Progress, Boston. Science. Q. \$3. \$3.
 432. Scientific American, N. Y. Science and Mechanics. W. \$3. \$2.50.
 433. Scientific American Supplement, N. Y. W. \$5. \$4.
 434. Scientific American Building Edition, N. Y. M. \$2.50. \$2.
 435. Scientific Machinist, Cleveland. Machinists. S. M. \$1. 75c.
 436. *Scottish American, N. Y. Scots. W. \$3. \$3.
 437. *Scribner's Magazine, N. Y. Literary. M. \$3. \$3.
 438. Self Culture Magazine, Akron, O. Educational. M. \$2. \$1.60.
 439. Shoe and Leather Retailer, N. Y. Shoe and Leather. \$1. 50c.
 440. *Shoe and Leather Review, Chicago. Shoe and Leather. S. W. \$3. \$3.
 441. Shooting and Fishing, N. Y. Shooting and Fishing. W. \$3.50. \$2.75.
 442. Shoppell's Modern Houses, N. Y. House Plans. Q. \$2. \$1.60.
 443. Short Stories, N. Y. Stories. M. \$2.50. \$2.
 444. Signs of the Times, Oakland, Cal. Adventist. W. \$1. 75c.
 445. Southern Medical Record, Atlanta. Medical. M. \$1. 80c.
 446. Southern Mercury, Dallas. Farm. Alli. W. \$1. 75c.
 447. Southern Planter, Richmond. Agricultural. M. \$1. 75c.
 448. Southern Practitioner, Nashville. Medical. M. \$1. 50c.
 449. Spirit of '76, N. Y. Historical. M. \$1. 75c.
 450. Spirit of the Times and Sportsman, N. Y. Sporting. W. \$4. \$3.20.
 451. Sporting Life, Philadelphia. Sporting. W. \$2. \$1.50.
 452. *Sports Afield, Chicago. Sporting. M. \$1.50. \$1.50.
 453. Stage and Foyer, Chicago. W. \$3.50. \$3.10.
 454. *Standard, N. Y. Sporting. W. \$4. \$4.
 455. Stenographer, Philadelphia. Stenography. M. \$1. 50c.
 456. Steven's Indicator, Hoboken. Science. Q. \$1.50. \$1.20.
 457. Stone, Chicago. Stone Trade. M. \$2. \$1.75.
 458. *Strand Magazine, N. Y. Literary. M. \$1.20. \$1.20.
 459. Students' Journal, N. Y. Phonography. M. \$1. 80c.
 460. Sugar Planters' Journal, New Orleans. Agricultural. W. \$2. \$1.50.
 461. Sunny South, Atlanta. Literary. W. \$2. \$1.60.
 462. Supply World, N. Y. Confectionery. M. \$1. 50c.

T

463. Teachers Institute, N. Y. Teachers. 10 numbers. \$1. 90c.
 464. Texas Farm and Ranch, Dallas. Agricultural. W. \$1. 75c.
 465. Texas Farmer, Dallas. Agricultural. W. \$1. 25c.
 466. Texas Stock and Farm Journal, Dallas. Farm and Stock. W. \$1. 75c.
 467. Texas Stockman and Farmer, San Antonio. Farm and Stock. W. \$1. 70c.
 468. *Tobacco, N. Y. Tobacco. W. \$2. \$2.
 469. Toilettes (Paris Edition), N. Y. Fashions. M. \$2.50. \$2.
 470. Toilettes (American Edition), N. Y. Fashions. M. \$2. \$1.50.
 471. Tonsorial Advocate, Cincinnati. Barbers. W. \$1.25. \$1.
 472. Town Topics and Tales from Town Topics, N. Y. Society. W. \$6. \$5.
 473. Trained Nurse, N. Y. Nurse. M. \$1. \$1.60.
 474. Transactions of the American Institute of Electrical Engineers, N. Y. Electricity. M. \$5. \$4.50.
 475. Tribune, N. Y. \$10. \$1.
 476. Turf, Field and Farm, N. Y. Sporting. W. \$4. \$3.

U

477. University Medical Magazine, Philadelphia. Medical. M. \$2. \$1.50.
 478. Up-to-Date, Chicago. Humorous. S. M. \$1. 75c.

V

479. Vick's Illustrated Magazine, Rochester. Floral. M. 50c. 15c.
 480. Vogue, N. Y. Fashions. W. \$4. \$4.

481. Voice of Masonry, and Family Magazine, Chicago. Free Masonry. M. \$3. \$2.50.
 482. Wall Street News, N. Y. Financial. D. \$5. \$4.
 483. Washington Law Reporter, Washington. Law. W. \$3. \$2.25.
 484. Wasp, San Francisco. Humorous. W. \$5. \$3.75.
 485. Waverley Magazine, Boston. Fiction. W. \$4. \$3.50.
 486. Western Architect and Builder, Cincinnati. Building. M. \$1. \$1.
 487. Western Druggist, Chicago. Pharmacy. M. \$1. 75c.
 488. Western Electrician, Chicago. Electricity. W. \$3. \$2.
 489. Western Horseman, Indianapolis. Horses. W. \$2. \$1.50.
 490. Western Painter, Chicago. Painting. M. \$1. 75c.
 491. Western Penman, Cedar Rapids, Ia. Penmanship. M. 50c. 35c.
 492. Western Ploughman, Chicago. Agricultural. S. M. 50c. 40c.
 493. Western Rural, Chicago. Agl. and Stock. W. \$1. 60c.
 494. Western School Journal, Topeka. Educational. M. \$1.25. 75c.
 495. Western Teacher, Milwaukee. Educational. M. \$1. 80c.
 496. Wheel and Cycling Trade Gazette, N. Y. Cycles. W. \$2. \$1.
 497. *Wide World Magazine, N. Y. \$1.20. \$1.20.
 498. *Wilson's Photographic Magazine, N. Y. Photography. M. \$3. \$3.
 499. Wisconsin Farmer, Madison. Agricultural. W. \$1. 75c.
 500. Wisconsin Journal of Education, Madison. Educational. M. \$1. 80c.
 501. Woman's Home Companion, Springfield, O. Literary. M. 50c. 35c.
 502. Woman's Tribune, Washington. Woman Suf. M. \$1. 75c.
 503. Woodworker, Indianapolis. Woodworking. M. \$1. 60c.
 504. Writer, Boston. Literary. M. \$1. 90c.

Y

505. Yale Review, New Haven. His. and Pol. Sci. Q. \$3. \$2.40.
 506. Yankee Blade, Brooks, Me. Literary. W. \$1. 85c.
 507. Young Ladies' Journal, N. Y. Fashion. M. \$4. \$3.50.
 508. *Youths' Companion, Boston. Juvenile. W. \$1.75. \$1.75.

ANNUAL MEET OF THE L. A. W. FOR 1898, at Indianapolis, Ind., August 9-13.

President, D. M. PARRY, Chairman.
 Secretary, EVANS WOOLEN, Commercial Club Bldg.
 Accommodations Committee,—C. C. Foster, 1414 N. Penn st.
 Entertainment and Reception,—Hiram Brown, L. A. W. Club.
 Press,—Hal W. Reed, News Office.
 Races,—Herbert W. Foltz, 50 Ingalls Block.
 R. R. Station Facilities,—J. R. Cavanagh, care Big Four R. R.
 Tours and Runs,—Merrill Moores, State House.
 Track,—A. C. Newby, care Chain & Stamping Co.
 Transportation,—John S. Lazarus, Commercial Club Bldg.

L. A. W. SUPPLIES.

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

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

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

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

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

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

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

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

Bronze Lapel Button. 10 cents.

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

APPLICATIONS FOR MEMBERSHIP

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

Tickets will be issued fourteen days after publication of names.

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

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

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

Boston, May 27, 1898.

Total, 720-00,790.

Over 130,000, COLORADO, 4-522.

- Unattached. Denver
974 Martin, Geo. W., 1106 17th st
5 Morast, Chas. W., 1556 Curtis st
6 Smedley, R. C., Box 349
7 Smedley, Wm., Box 349

Over 130,000, CONNECTICUT, 4-1740.

- Hartford B. C.
978 Olmstead, George N., 186 Pearl st Hartford
Unattached. East Hartford
9 Sickels, George H., 30 Hartford av
960 Littleton, Elbert R., 461 West Main st Waterbury
1 Lasuer, Mrs. Edw. A., Pratt st Winsted

Over 130,000, DELAWARE, 1-258.

- Unattached. Wilmington
982 Meeteer, Wesley, 908 West 9th st

Over 130,000, DISTRICT OF COLUMBIA, 7-821.

- Unattached. N. W.
983 Caffery, Chas. S., 2110 O st., N. W.
4 Foster, Charles Elwood, 1017 16th st Washington
5 Hemmick, T. W., 1619 Mass. av
6 Wallace, Miss Henrietta, 1777 Mass. av
7 Clark, Appleton P., Jr., 605 F st
8 Fish, Kate H., Kendall Green
9 Fletcher, Frank D., office of Chief of Eng.

Over 130,000, ILLINOIS, 25-3342.

- Saddle and Cycle Club.
990 Barnes, Mrs. D. L., Virginia Hotel Chicago
1 Owens, Miss Marie P., 1806 Mich. av Decatur
2 Deetz, S. Frank
3 Cox, Miss Coral G., 6548 Lafayette av Chicago
4 English, E., 694 No. Park av
5 Gordon, John, 4325 Champlain av
6 Gulon, Mrs. L. P., 111 East 47th st
7 Lindsey, Charles B., 7126 Lafayette av
8 Rodgers, John L., 6400 Monroe av
9 Wright, E. E., 1222 Marquette Bldg.

Over 131,000.

- 000 Astenius, A. O. T., 1048 No. Calif. av
1 Burton, William J., 207 So. Canal
2 Butler, Hermon B., 1920 Wellington av
3 Burlingham, Frances E., 207 So. Canal
4 Knobel, John Esher, 84 La Salle st
5 Lamb, B. B., 108 La Salle st
6 Lathrop, Byron, 1675 Old Colony Bldg
7 Lowe, John W., Virginia Hotel
8 Musgrave, Harrison B., 1st Nat'l Bk Bldg
9 Merrick, G. P., 108 Dearborn st
10 Oakley, Horace S., 132 La Salle st Elgin
1 Annis, A. A., 244 Mich. st
2 Krahn, Anna M., 766 Raymond st Roanoke
3 Fisher, R. M.
4 Hasselbacher, S. C. Yates City

Over 131,000, INDIANA, 3-2086.

- Unattached. Groves
15 Nelson, A. M.
6 Furness, Wm. H., 810 West 6th st Michigan City
7 Legros, Safe, 421 Church st Vincennes

Over 131,000, IOWA, 2-741.

- Unattached. Des Moines
18 Jaquith, W. P., Box 535
9 Andrews, N. B., East Monroe Mt. Pleasant

Over 131,000, KANSAS, 6-388.

- Salina B. C.
20 Bracken, T. H., 106 So. Santa Fe Salina
1 Cheney, G. H.
2 Marshall, C., Farmers' Nat'l Bank
3 Reese, Dave
4 Stilwell, W. A., Telephone Exchange
5 Thompson, Richard

Over 131,000, KENTUCKY, 5-041.

- Kenton W. C.
26 Brascher, Albert (P. O. care Achert & Henckel, Butler Bldg. Cincinnati, Ohio)
7 Finley, Chas. A., care of Eichlers Drug Store, 10th & Mad. av
8 Lyons, Robert, 329 Garrard st
Jefferson C. C.
9 Smith, Allen E., Waverly Hotel Louisville
Unattached. Salt Lick
30 Hopkins, Henry T.

Over 131,000, MAINE, 7-484.

- Portland W. C.
31 Lamson, C. A., 203 1/2 Middle st Portland
2 Whipple, Wm. A., Rines Bros. Co
Unattached.
3 Goding, Marshall R., 47 West st
4 Haskell, Clarence M., 62 Huntress st
5 Montgomery, A. A.
6 Petersen, John A., 217 York
7 Ramsay, Oliver W., 91 Pine st

Over 131,000, MARYLAND, 6-1648.

- Unattached.
38 Caldwell, Raymond (P. O. Martinsburg, W. Va.) Baltimore
9 Ludwig, John A., 1120 No. Carey st
40 Maxwell, W. W., 1522 Madison av
1 Tuor, Edgar T., 1741 Jefferson st
2 Bowden, H. H.
3 Batty, Arthur, 408 East E st Sparrows Point

Over 131,000, MASSACHUSETTS, 186-11,435.

- Windsor B. C.
44 Chase, Herbert F., High st Amesbury
Mass. B. C.
5 William, J. A., Castle Sq Hotel Boston
Press C. C.
6 Clark, A., 618 Tremont st
7 Johns, Wm., 618 Tremont st
8 Mills, F. H., 92 Myrtle st
9 Bricker, A. J., 131 Tremont st
50 Waltz, A. P., 111 Union st West Roxbury
1 Pool, W. F., 108 Carey st
Shoe City W.
2 Chase, George, 58 Moraine st Brockton
3 Lincoln, Eugene R., 28 Hamilton st
4 Packard, C. C., 51 Everett st
Wachusett B. C.
5 Clarke, Charles E., 793 Broadway Fall River

- Rollstone C. C.
6 Bebo, Peter J., 180 Main Fitchburg
7 Fox, Harry C., 401 Main
Malden B. C.
8 Grant, William, 81 Main Malden
Good Roads C. C.
9 Linnell, J. Wesley, Jr., 28 Park
60 Milliken, Geo. P., 99 Madison
1 Robinson, Willard E., 79 Appleton
2 Uelhoefer, Gottlieb, 160 Boylston Jamaica Plain

- Roll Boli B. C.
3 Rodgers, Albert, Box 629 Maynard
Columbia B. C.
4 Blackwell, Warren R., 240 Wash. No. Attleboro
Plymouth Rock C. C.
5 Carpenter, Wm. M., 118 Sandwich Plymouth
6 Howe, Thomas H., 16 Chilton
7 Richard, John, 50 Main
Tiger Roadsters.
8 Isles, George W., 215 Dudley Roxbury
Shawme C. C.
9 Pope, C. Thomas, Grove st Sandwich
Lotus C. C.

- 70 Flavin, Francis J., 35 Shore Taunton
1 Kavanaugh, M. F., 43 Washington
2 Noyes, Fred H., 70 School
3 O'Keefe, James, 19 Winthrop
4 Regan, John J., 6 Bradford
5 Shanahan, Dr. E. J., Broadway
6 Wooster, T. L., 137 Moody Waltham
Unattached.
7 Pride, Jennie L., 169 Elm Amesbury
8 Sawin, Frank E., 19 Saunders Allston
9 Tyler, John B., M. 1, Main st Billerica
80 Abrams, Joseph, 28 School Boston
1 Allen, Miss Mabel, 90 Worcester
2 Benton, Mabel F., Madison Park Hotel
3 Bunker, Hortense L., 402 Tremont
4 Busch, Hugo W., 92 Appleton
5 Brookbank, Thos. A., 318 Longwood ave
6 Curtiss, Frank M., 121 Mass. ave
7 Clough, Frank S., 25 Central Wharf
8 Doleman, L. M., Worcester St
9 Furberger, Alois, 55 Appleton
90 Glover, Miss Gertrude, 564 Wash.
1 Holmes, Walter L., 60 Charles
2 Kelley, Randolph M., 92 Worcester

- 3 Loring, Chas P., 171 Devonshire
4 Lucas, Arthur J. H., 402 Tremont
5 Leonard, R. D., 9 Taylor
6 Nason, William L., 27 Bainbridge
7 Shreve, Harold, 29 St. Botolph
8 Smilie, May S., 623 Mass. ave
9 Sullivan, Wm. H., 56 Pemberton sq
100 Robinson, Henry C., 55 Union sta
1 Wilson, John A., 29 Stanhope
2 West, H. E., 31 Bedford
3 Young, Edmund W., 35 Court
4 Bennett, Chas. W., 47 Hanover
5 Davis, Mrs. Pauline, 13 Durham
6 Donovan, J. C., 95 Warren
7 Rogers, Phillips, Wash. st Braintree
8 Delano, Miss J. G., 258 Crescent Brockton
9 Dolan, Michael J., 754 S. Montello
110 Brooker, P. Linden, 760 N. Montello
1 Walton, Edward, 174 School
2 Waterman, Chas. H., 753 N. Main
3 Carver, Percy W., 1588 Cambridge Cambridge
4 Greene, Jas., 5 Village
5 Coyle, W. W., 22 Green Cambridgeport
6 Dwyer, Jno. E., 15 Norfolk
7 Peters, Jno. H., 357 Prospect
8 Mitchell, Harold, 57 Magazine
9 Norman, A. F., Box 259 Campello
120 Thayer, A. M., Wash. st Canton
1 Coombs, Jno. V., Wash. st
2 Chase, Ernest L., Wash. st
3 Crocker, J. A., 15 Lexington Charlestown
4 Andrew, Miss May A., 2 Watts Chelsea
5 Hammett, H. W., 345 Webster ave
6 Atwood, Hartley M., 67 Crescent ave
7 Dupuis, Joseph A., 13 White
8 Schmedegaard, Antoni M., 13 White
9 Schmedegaard, Lena, 13 White terrace
10 Burdakin, Walter E., 22 Marion E. Boston
130 Hancock, Thomas G., 271 Webster
1 Glaser, Frank J., 313 Vine E. Cambridge
3 Kenney, Oliver G., 12 Franklin ave
4 Thompson, Miss Josie P., East Whitman
5 Davis, Frank N., 12 Marion pl Everett
6 Knapp, W. R., 14 Cottage
7 Howard, Mrs. C. H., 76 Norwood
8 Lathrop, James C., 45 Mansfield
9 Woodworth, W. F., 2 Willard
140 Quinn, Jas. W., 566 Bedford Fall River
1 Tripp, Everett E., Globet Farn Mills
2 Allison, Robert J., 55 Walton Fitchburg
3 Bowman, Frank H., Main st Framingham
4 Greene, James J., Granite st
5 Bryant, Ernest M., Box 62 Gardner
6 Taylor, Henry H., 23 Central
7 Lanfair, C. W., 52 High Greenfield
8 Rowe, Chas. E. M., Box 398 Haverhill
9 Senter, Charles A., 2 Charles
150 Carey, James F., 1 Tremont
1 Archbold, Miss L. M. Hopkinton
2 Richardson, D. C., Arlington st Hyde Park
3 Greenwood, G. L., 6 Enfield Jamaica Plain
4 Whalen, Wm. F., 32 Sheridan
5 Vogt, Alfred H., 306 Woodland Lawrence
6 Phillips, Albert N., 306 Methuen Lowell
7 Hebert, Joseph, 2 Clinton ave
8 Ray, Miss Hattie, 57 Lawrence
9 Allen, Merriam, Box 50 Ludlow
160 Boudreau, Carrie, 92 Church Lynn
1 Chamberlain, Edgar Le Roy, 377 Essex
2 Gehow, Fred W., 225 Summer
3 Hanson, Peter S., 10 Shepard
4 Smith, Mrs. A. L., 568 Essex
5 Brewer, Nathaniel, Jr., 23 Greystone pk
6 Burlingham, C. E., 18 Irving Malden
7 Jacobs, Joseph C., 19 Lincoln
8 Case, Ralph W., Box 618 Maynard
9 Crooker, Stephen B., Medford
170 Curtis, Bracey
1 Clark, C. M.
2 Laverty, Fred
3 Webber, Loring P., 171 Main Milford
4 Bryant, Mrs. P. H., 51 Mt. Pleasant New Bedford
5 Murphy, Edward M., 834 County
6 Sweet, Edgar R., 290 Acushnet ave
7 Curry, H. J., 87 Waban pk Newton
8 Hedtler, Florence, 287 Wash.
9 Hedtler, Lida, 287 Wash.
180 Mason, Elmer C., 26 Jefferson
1 Ripley, Wm. Z., 21 Hancock ave Newton Centre
2 Spear, Harold A., Forest st Newton Highlands
3 Beck, J. M., 18 Duncklee
4 Smith, H. E. Newton Lower Falls
5 Lamb, R. R., 71 Bracewell ave N. Adams
6 Walker, Cordana L., care A. H. Sweet Norton
7 Wisewell, Percy W., Wash. st Norwood
8 Brack, Frederick, 91 Hillside Roxbury
9 Hinman, Chas. G., 3049 Wash.
190 Judge, Thos. The Warren, Regent st
1 Lehman, Wm. F., 12 Leon
2 Lehman, Mattie R., 12 Leon Salem
3 Smith, Frank C., 37 March
4 Smith, Percy C., 37 March
5 Ball, Frederick W., Box 136 Saxtonville
6 Foley, Patrick Shirley
7 Bridge, Albert D., 149 Elm Somerville
8 Hathaway, Henry C., 12 Pembroke
9 Hathaway, Isidore F., 12 Pembroke
200 Murdock, Mrs. Nellie H., 16 Crocker
1 Patten, Clinton A., 26 Abbon
2 McNell, G. Leonard, 23 Conwell

3 Greenwood, Moses Southboro
4 Powell, Avery L. "
5 Williams, F. E. "
6 Donovan, M. J. "
7 Davis, Wm. M., 287 Concord S. Framingham

8 Fuller, Wm. H., care N. Thayer South Lancaster
9 Albree, Edw. C., Humphrey st Swampscott
210 Frost, Harry E., 29 King St. ave Springfield

1 Farrell, Daniel J., 92 Shores Taunton
2 Pierce, Winfield A., 109 Prospect Hill st "
3 Gilchrist, Blanche, 189 E. Brown Waltham
4 Stevens, Fred L., 17 Weston "
5 Parker, E. W., 302 Newton "
6 Terrio, Alexander, 1 Highland Wakefield
7 Cooper, Geo. C., Traverse Watertown
8 Alden, Geo. A., 14 Royal Waverley
220 Harvey, Arthur E., 5 Taylor Waverley
1 Young, Miss Nettie B., Box 8 "
2 Thurber, Miss Lois M., Box 8 "
3 Fairbanks, W. H. B. & A. R. R. Westboro
4 Osgood, Marcus E., West Gardner
5 McWilliam, A. F., 93 Copeland W. Quincy
6 Treat, F. S., 42 Gorham W. Somerville
7 Harlow, Irvin Whitman
8 Crawford, Edward J., 81 June Worcester
9 La Bree, Walter J., 5 Aldrich pl Worcester

Over 131,000, MICHIGAN, 51-2082.

B. H. W.
230 Westervelt, A. J., 219 High Benton Harbor
Unattached.

1 Bond, Chas. E. Allegan
2 Clapp, Hiram C. "
3 Stegeman, S. B. "
4 Stegeman, Geo. A. "
5 Potter, J. T., 122 Taylor Bay City
6 Potter, James, Jr., 1202 Taylor "
7 Baltzer, G. W. Brooklyn
8 Cook, Frank H. "
9 Cook, Geo. S. "

240 *Cook, Mrs. Geo. S. "
1 Ennis, E. J. "
2 North, Frank "
3 Whitney, J. B. "
4 Andrew, A. H. C., 664 6th Detroit
5 *Deans, Miss Agnes, Children's Free Hospital "

6 Durand, C. S., Amer. Exp. Co. "
7 Gies, Anthony F., Sta. D. "
8 *Harrison, Miss M. E., Children's Hospital "
9 *MacKay, Annie, 120 Canfield, W. "

250 Mathewson, C. W., Amer. Exp. Co. "
1 Newark, Guy T., 676 Mich. ave "
2 *Parker, Mrs. S. B., 36 Clifford "
3 Roehm, F., 61 E. Adams ave "
4 Smith, Guy H., 405 Boulevard, W. "
5 Stark, E. J., 468 East Fort "
6 Traub, W. H., 205 Woodward ave "
7 Weinman, S., 330 4th "

8 Lobdell, C. A., 98 Howard "
9 *Lobdell, Mrs. C. A., 98 Howard "
260 Clark, Edward S., 209 S. Georgia Escanaba
1 Mathis, Joe, C., 1023 Ludington "

2 *Hallantyne, Jessie S., 1123 Glenwood Flint
3 Burroughs, James P. "
4 Elston, Samuel, Jr., 724 Ann Arbor "
5 Scott, Ray W. Gladstone
6 Band, Chas. E., Dean Printing Co. Grand Rapids

7 Fry, Wm., 261 Cass. ave "
8 Miller, Geo. H., Dean P. Co. "
9 Morton, John D., 45 Henry "

270 Stahl, J. S., 27 1/2 Crescent ave Hersey
1 Loomis, H. W. "
2 Johnson, C. L., 720 E. Empire Ishpeming
3 Rood, F. C., 413 Eleanor Kalamazoo
4 Cassmore, M. W. Kintner
5 McNeill, Harry L., Box 54 Paw Paw
6 Davidson, Jas. E., 1707 Military Port Huron
7 Patton, Duncan M., 932 Ontario "

8 Rowley, J. Lester, 913 Chestnut "
9 Lutz, Geo. R. Saline
280 Warren, A. J. "
1 Brown, Arthur H. St. Joseph
2 Marble, A. W. "
3 Doyle, Frank J. Sault Ste. Marie
4 Jeffrey, Frank West Bay City

Over 131,000, MINNESOTA, 2-431.

Unattached.
285 *Fuller, Jessie, 129 Church Minneapolis
6 Young, Edward B., 324 Summit ave St. Paul

Over 131,000, MISSOURI, 10-1234.

South Side C. C.
267 Geraghty, David, 3557 Morgan St. Louis
8 Morell, Herm., 1805 Hickory "
9 Stratman, Chas., 1608 Menard "

290 Wegman, Geo., 818 Spruce "
1 Ziegenbein, Henry, Box 358 Cameron
2 Knaus, Max, 1611 Spruce Kansas City
3 Case, B. P., 22 North 4th St. Louis
4 Craig, P., 909 Taylor ave "
5 McArdle, Montrose P., 1548 S. Comp- ton ave "

6 Magoon, Frank L., M. D., 4803 Florris- sant ave "

Over 131,000, MONTANA, 2-85.

Unattached.
297 Stouch, George L. Crow Agency
8 Schroeder, P. G. Helena

Over 131,000, NEW HAMPSHIRE, 3-789.

Unattached.
299 Page, G. C., 109 Court Keene
360 Andrews, Alfred G. Littleton
1 Wilson, J. L. Tilton

Over 131,000, NEW JERSEY, 48-6042.

Owl Bl. Club.
302 Buzby, Nicoll S., Box 97 Bordentown
P. B. C.

3 Stewart, H. F. Palmyra
Unattached.
4 King, Erling H., Box 546 Arlington
5 Casterlin, Fred R., 522 Penn Butler
6 Coulter, T. G., 522 Penn Camden
7 One, B. F., 335 Herkly "

8 Gibbins, J. F., 396 Main East Orange
9 Williams, Stanley M., 269 Springdale "
1 Godfrey, Lafayette de B., 147 Liberty Elizabeth

2 Terrill, Frank P., South st. Hackettstown
3 McLean, John "
4 Everitt, Frank C. "
5 Zaph, Alfred, 28 Terrace ave Hasbrouck Heights

6 Havron, James, City Hall Hoboken
7 Holland, Chas., City Hall "
8 Benson, Geo. M., 119 Webster ave Jersey City

9 Edelman, Geo. A., 238A 3d "
320 Gorthardt, Wm., 521 Ocean ave "
1 Goddy, Frank R., Wilkinson & Arling- ton ave "

2 Helney, Morris, 235 New York ave "
3 Mount, Elmer M., 200 Wash. "
4 Voorhis, J. H., 421 Summit ave "
5 Zeiger, Robert, 81 Danforth ave "

6 Smith, C. A., Military Academy Montclair
7 Beam, T. R., 574 Market Newark
8 Felger, Henry L., 13 Monmouth "
9 Hauck, G. W., Atlas Tool Co. "

330 Ruoff, William, 136 Fairmount ave "
1 Schwartz, Chas. G., 46 Montgomery "
2 Sherwin, Rev. E. H., Box 49 Newton
3 Heller, Frank B., Centre st Nutley
4 Courtney, David K., 14 Thomas Orange

5 Hellerman, August H., 162 Mill Paterson
6 Marklin, George, 133 Madison ave "
7 McKenna, Lawrence, Jr., 58 Jackson "
8 Speer, Reynier, 95 Haledon ave "

9 Mann, Chas. A., 1308 Watshung ave Plainfield
340 Childs, H. A., 98 Home ave Rutherford
1 Thomas, R. L. Scotch Plains
2 Thomas, Rose C. "

3 Rouse, Tryner South River
4 Byeves, O. J. Sea Bright
5 Pannoch, Alfred W. D., Box 63 "
6 Riegelman, Frank, Box 196 "

7 Hecan, Mathew W. South Orange
8 James, John Springfield
9 Barneman, E., 913 Carteret ave Trenton

Over 131,000, NEW YORK, 142-23 314.

Dutch Arms Wheelmen.
350 Wellington, Herbert, 434 1st Brooklyn
Nassau.

1 Ackland, R. D., 44 Lee ave "
2 Smith, E. A., 1213 E. Parkway "
3 Buffalo Imperial C. C. "
3 Lowe, A. J., 100 West ave Buffalo

4 Yockers, H. W., 69 E. Genesee Gloversville C. C.
5 Browne, W. D., 27 E. Fulton Gloversville
6 Rose, Harry W., 129 S. Main S. I. Wheelmen.

7 Kunath, George Kreischerville
Century.
8 Warner, Francis, 520 7th ave New York
The Ravens.

9 Scott, Charles A., 88 Prince "
Y. M. C. A. C. C. "
360 Kerr, Jno. M., 222 Bowery Nelsons.

1 King, Alfred A., 49 1st "
Empire State C. C. "
2 Frankel, Max, 102 Columbia Saugerties Bl. Club. Saugerties

3 Adams, John Unattached.
4 Halsey, Francis R., 957 Boulevard Astoria
5 Halsey, Harold V. W., 957 Boulevard "
6 Thumber, Walter S., 925 Boulevard "

7 Benedict, W. H., 1 S. Division Auburn
8 Buell, Edward G., 9 Pine Binghamton
9 Wadsworth, A. B., 9 Pine Boonville

370 Hough, C. W. "
1 Oldfield, Evan "
2 *Shattuck, Miss C. B. "
3 Catlin, Constance C., 168 Amity Brooklyn

4 *Cook, Miss A. B., 89 Putnam ave "
5 *Clark, Miss L. M., 275 Madison "
6 Dwenger, Frank H., 233 Jefferson ave "
7 Dressler, Chas. B., 413 Park pl "

8 Duncan, Robert Hunter, M. D., 590 Willoughby
9 Dangman, George C., Cycle Path, near Bridge
380 Edwards, George S., 418 Cumberland "

1 Foulke, Frank, 104 Gates ave "
2 *Fraser, Mary C., 126 State "
3 Grant, Edward N., 1191 St. Marks ave "

4 Herrmann, Richard, 207 Heyward "
5 Miller, Thomas H., 533 Bainbridge "
6 Knapp, Fred E., 297 Ryerson "
7 Marinor, George L., 323 Nostrand ave "

8 Percy, John H., 1118 Jefferson ave "
9 Peterson, Frederick H., Ocean Park- way, near King's Highway "
390 Wollin, W. A., 320 2d "

1 Kiefer, Nicolas, 298 Atlantic ave "
2 Lang, Albert H., 257 Plymouth ave Buffalo
3 Stokor, L. Ray, 11 Prospect Canandaigua
4 Pierson, Edward W., Cornwall-on-Hudson

5 Gould, Newell F., 525 Wash. ave Dunkirk
6 Pitcher, F. E., Box 156 Freeport
7 Eddy, Geo. S., 89 Ridge Glens Falls
8 Wayne, Geo. M., Hastings-on-Hudson

9 Bacon, George, Box 176 Herkimer
400 Carbone, Wm., Box 176 "
1 *Wilkie, Katherine R., East Neck Huntington

2 Connor, H. H., Jr. Irvington
3 Davis, L. A., 107 E. State Ithaca
4 Matthews, Bayard, 3 Linn "
5 Michael, M. J., 248 Smith ave Kingston

6 Anderson, Robert J., 149 W. 13th New York
7 Ashe, Edmund M., 159 W. 23d "
8 Allen, George, 1278 3d ave "
9 Adler, Maurice, 106 E. 71st "

410 Ackery, Harry E., 289 Broadway "
1 Arnold, Joseph J., 409 E. 75 "
2 Broadmeadow, Miss Ada L., 12 Perry "
3 Benedict, W. H., 154 W. 87th "

4 Branagan, Christopher R., 131 W. 83d "
5 Burke, Luke A., 140 W. 121st "
6 Brown, Valentine, 269 W. 29th "
7 Campbell, Dr. Jas. E., Lenox ave., be- tween 120 & 121st "

8 Cohn, Jacob, 26 Delancy "
9 Curry, John J., 1267 Lexington ave "
420 Curry, W. J., 1267 Lexington ave "
1 Dunning, Wm. A., Columbia University "

2 Durando, W. P., 155th st. & McCombs Dam road "
3 Dietz, Fred, 60 Laight "
4 Elezarian, Dr. M., 52 E. 31st "

5 Evelyn, Frank, 333 E. 113th "
6 Fiske, Harrison Grey, 1432 Broadway "
7 Grundmann, O. A., 433 E. 51st "
8 Gerken, Fred, 52 W. 75 "

9 Giles, Herbert C., 135 Broadway "
430 Gwathmey, A. B., 47 W. 72d "
1 Gubner, W. D., 107 W. 96th "
2 Hackel, J., 221 E. 114th "

3 Hamlin, Albert C., Broadway, 18th & 19th "
4 Hoage, Leon, 45 Barclay "
5 Ingham, James B., 335 E. 20th "

6 Janvier, W. R., 49 W. 67th "
7 Keer, Dr. Chas. C., 2207 7th ave "
8 Kalb, August, Franklin sq "
9 Kelly, E. H., 16 E. 128th "

440 Leroy, Wm. H., 425 Broome "
1 Lilly, James H., 223 3d ave "
2 McKenzie, Angus, 327 W. 78th "
3 Miller, Enoch G., 422 W. 146th "

4 McCormack, Frank, 48 W. 26th "
5 Picant, Jules L., 43 W. 21st "
6 Robertson, J. P., 250 W. 88th "
7 Roche, Theodore M., 54 E. 116th "

8 Robinson, Charles, 313 E. 18th "
9 Stieb, John, 221 7th ave "
450 Strathman, Charles, 165 E. 120th
1 Strauss, Nathan, 27 E. 72d

2 Schuyler, A. C., 55 E. 65th "
3 Strout, George H., 83 Reade "
4 Spers, Louis, 167 E. 75th "
5 Slater, E. D., 155 Fulton "

6 Von Twilern, Wm., 42d st. & 11th ave "
7 Voelmy, Henry, 415 16th ave "
8 *Upton, Mabel F., 543 E. 143d "
9 Walker, Frederick, 9 Bank "

460 Willis, Chas. A., 47 Broadway "
1 Wight, James, Hotel San Remo "
2 Ward, Charles W., 54 Broad "
3 Aldrich, Abner, Box 326 Potsdam

4 Alston, O. M., 5 Pierrepont ave "
5 French, Gilbert C. "
6 Tilton, Frank I. "
7 Weston, J. R. "

8 Weagant, E. E., Market "
9 Young, Geo. A., 359 Main Poughkeepsie
470 *Boutelle, Mrs. F. G. Primrose
1 Baum, I. A., 312 East ave Rochester

2 *Cochrane, Mary E., 35 Harvard "
3 Fox, George H., 102 Thirton "
4 Garson, J. L., 26 S. Clinton "
5 *Lasher, Lillian, 32 George "

6 Meyer, Ely, 140 Hudson ave "
7 Martin, I. W., Jr., 85 S. Goodman "
8 Price, Jerome, Gen. Del. "
9 Pluk, Wm. H., Jr., 87 Richmond "

480 *Hawnsley, Annie Eliza, 125 Pearl "
1 Waugh, D. H., 1 East ave "
2 Shue, John E., 89 Howe Rondout
3 L'Huillier, Wm. D., Richmond ave Rosebank

4 Gowenlock, James N., 128 Nott terrace Schenectady
5 Hammond, Merritt, State st "
6 Schwennicke, Paul, Gen. Elec. Co. "
7 Sandford, Ed. J., Stevensville

8 McCargar, A. T., care Syracuse Post Syracuse
9 Potter, Ralph G., Anondaga Co. Sav. Bank Bldg. "

490 Work, Fred, care Bassett Restaurant
Tarrytown
1 Tighling, James, Box 0
Woodhaven
Over 131,000, NORTHERN CALIFORNIA, 1-247.

Unattached. Dixon
492 Rohwer, Chris
Everest
Over 131,000, NORTH DAKOTA, 3-45.

Cassellton B. C.
493 Wolbert, G. W.
4 De Vaul, E. H.
Unattached.
5 Porter, A. L.
Leonard
Over 131,000, OHIO, 34-2844.

Alpha B. C.
496 Beck, Albert G., 1067 Freeman ave
Cincinnati
Cin. Gym, B. C.
7 Ryan, R. A., 2618 Reading road
Queen C. C.
8 Witte, Mrs. H., 8th & Elm
Champion City C. C.
9 Walker, E. O., 8 W. High
So. Lorain B. C.
500 Hart, John H., 736 12th ave
1 Litz, John H., 484 11th ave
2 Shaddick, Albert E., 671 11th ave
Unattached.
3 Wescott, R. C., Box 18
Allensville
4 Alexander, Frank, 320 N. Cherry
Canton
5 Jones, John E., 2361 Kemper lane
Cincinnati

6 Porter, W. Tullis, 1051 Mound
7 Redler, L., 20 W. 7th
8 Trowbridge, E. F., 501 Cedar ave
Cleveland
9 Wohlkemuth, Armin H., 51 Burke
Florida
510 Lowery, Daniel E.,
Medina
1 Carlton, Clare W.
2 Kemp, Edw. L.
3 Hatch, O. J., Conant
Maumee
4 Fitzpatrick, B. A.
New Richmond
5 Bigley, Orton, Box 32
Rising Sun
6 Cohen, Louis, 20 E-Way
Salem
7 Barr, Harry, 121 W. Main
Springfield
8 Brusman, D. W., 175 Stanton ave
9 Kidder, Wm. L., White Star Laundry
Co.
520 Thomas, W. S., 345 E. High
1 Wahl, Hubert, 126 Clifton ave
Winters, Chas. E.
3 Locke, Irving B., 140 Gibbons, Sta. C.
Toledo
4 Pennington, J. H., Toledo News
Ulrichsville
5 Fox, Minnie
Wellington
6 Houghton, E. S.
7 Thomas, J. J., Jr.
8 Barks, Frank C., 17 Green
Xenia
9 Ervin, J. H., Box 362

Over 131,000, OREGON, 2-194.

Unattached. Tillamook
530 Jenkins, E.
1 May, W. J.

Over 131,000, PENNSYLVANIA, 132-22,546.

Allegheny Cyclers.
532 Easthope, C. D., 14 Poplar
Allegheny
3 Jackson, John, 7 Hamilton pl
4 Thomas, Robert C., 4 California ave
5 Wilson, John L., 55 Sandusky
Ambler
6 Pettie, Eugene C.
W. R. A.
7 La Rue, James R., Radcliffe
Bristol
8 Swank, Webster, 623 Napoleon
Johnstown
9 Fries, W. F., Elm & Centre
Milton
N. K. Cyclers.
540 Kline, C. E., 4th ave New Kensington
1 Nesbitt, J. D., Box 629
Pierce Alumni W.
2 Mauer, Miss Agnes, 3011 Euclid ave
Philadelphia
Penn. Treaty.
3 Foss, Wm. C., 502 Jefferson
Century Wheelmen.
4 Fulton, F. H., 828 Arch
5 Reiszner, Frank L., 5 S. 13th
6 Shindler, Wm. S., 115 Vine

S. S. Wheelmen.
7 Bradley, Jno., 95 S. 18th
8 Doron, D. J., Sedgwick st
9 Duckworth, Thos., 2805 1/2 Jane
Heesom, W. D., 2706 Quinsey
550 Junker, Albert C., 2569 Wright's alley
1 Peterson, A. A., 1308 5th ave
2 Ramer, J. H., 1712 Fox alley
3 Ruhlandt, W. J., 1832 Carson
4 Snyder, G. H., 1924 Carson
5 Smith, C. W., 1925 Carson
6 Winter, Frank M., 2225 Jane
7 Winter, F. W., 2226 Jane
8 West, J. B., 2325 Sidney
9 Stevenson, J. W., Jr., 3217 McClurg
Braddock Cyclers.
1 Nimmon, Geo. W. C.

Crescent C. C.
2 Hoag, E. C., Commercial Bank
Titusville
3 Meising, P. J.
W. B. Wheelmen.
4 Kidder, Calvin P., 306 S. Main
Wilkes Barre

Unattached.
5 Barnes, H. P., 105 Ohio
Allegheny
6 Mushrush, Harry E., 159 Penn ave
7 Roos, Herman, 49 Herman
8 Robertson, W. H., 98 Alpine ave
9 Kelley, John
Ambler
570 Bell, Roland
Ashley
1 Uhler, Irwin
Beaver Falls
2 Austin, Walter, 714 15th
Berwick
3 Garrison, A. E.
4 Stump, U. J., 612 Margaretta ave
Bradford
5 Lockwood, Lewis E., 71 Main
Bryn Mawr
6 Burnes, Roger T., Box 197
7 Gray, George C. G.
Carrier
8 Carrier, Robt C.
Cheyne
9 Garrett, J. H.
Danville
580 Jones, Chas. H., 125 W. Mahoning
Doylestown
1 Mercer, H. C.
Elwyn
2 Castle, M. Joe
Erie
3 Linberg, C. Guy, 744 E. 21st
4 Zimmerman, H., 639 E. 21st
5 Bodler, O. W.
Germania
6 McFarland, Elbridge
Gulf Mills
7 Gross, E. J., 119 Market
Harrisburg
8 Kase, J. H., 15 No. 17th
9 Gabbart, A. F.
Jermyn
590 Koonz, Guy, Von Lunen row
Johnstown
1 Owen, Ernest G., 215 Market
Kittanning
2 Daugherty, John, Grant ave
Klinesgrove
3 Dunkle, J. G.
4 Prangle, James, Jr., 32 1/2 S. Duke
Lancaster

5 Cunningham, Thos. F.
Latrobe
6 Vansickle, Fred A., Penna. ave Matamoras
7 Haffer, Henry, 130 9th
McKeesport
8 McCune, Mrs. P. W., 313 Converse ave
9 Tawney, Wm. J., 412 Shaw ave
Meadowbrook
600 Neely, H. B.
1 Winans, Wm. W.
Newtown
2 Locke, Graham
Oil City
3 Camm, Jos. C.
4 Cameron, W. H., 225 Elm
Patton
5 Swab, S. M.
6 Berkovits, Joseph, 1200 N. 2d Philadelphia
7 Brooke, R. H., 424 Drexel Bldg
8 Bottomley, James Cameron, Chestnut
Hill

9 Burrows, C. R., 2028 South
610 Cooper, C. E., 2102 Columbia ave
1 Carr, J. E., 1820 Orthodox
2 Cranch, A., Girard, 1738 Green
3 Donovan, John A., 1231 Chestnut
4 Divine, Clement M., 47 S. Front
5 Gilhin, William J., Jr., 1939 Nicholas
6 Glocker, Wm. H., 2113 N. 17th
7 Hagman, W. J., "The Parkside," 40th
st & Girard ave
8 Harbison, Jacob, 2432 N. 8th
9 Jones, Chas. E., Schuykill Arsenal
620 Klein, Alex., 507 Vine
1 Kern, Wm. E., 3411 N. 16th
2 Kolb, W. Julius, 3012 N. 9th
3 Lessly, M. L., 1731 Rambridge
4 Mayo, Geo. A., 904 Winton
5 Murray, J. Myers, 1904 Judson pl
6 Miles, Edward E., 1531 S. 4th
7 Matsinger, Alfred T., 1135 Fairmount
ave
8 Newland, Harry, 1023 Spruce
9 Reading, Franklin, 1208 Spruce
630 Rawnsley, Albert, 1804 Tusculum
1 Roydhouse, H. C., Lorraine Hotel
2 Roydhouse, Mrs. H. C., Lorraine Hotel
3 Schaufel, Theodore, Jr., 1224 N. Han-
cock
4 Scott, Chas. L., 232 Market
5 Seeley, E. B., 1328 Chestnut

6 Adair, Henry I., 95 4th ave
Pittsburg
7 Boyles, F. H., 311 4th ave
8 Breitenbach, H., 326 Sheridan ave
9 Eaton, Frank C., 5607 Harvard
640 Hudson, Alexander, 224 5th ave
1 Hughes, Miss Margaret, Room 1214,
Carnegie Bldg.

2 Johnston, Mrs. F. L., 11 Stevenson
3 Munro, Edward R., 320 4th ave
4 Kote, G. C., 186 43d
5 Rush, A. M.
6 Lewis, F. B.
7 Carr, Edward
8 Baker, Fred C., 410 Adams ave
9 Dwier, Geo. W.
650 Gregory, John, 28 N. Main
1 Jacoby, Ellwood J., White st
2 Mitman, Harry J.
3 Lovett, Henry
4 Haverstick, W. F.
5 Hoopes, Samuel, Barnard & High sts
6 McCowan, C. H., 122 S. High
7 Howard, Miss Lizzie C., 1025 Pallas
West Philadelphia

8 Dewees, A. Lovett
9 Hungerford, Mrs. H. L., 70 Hanover
Westtown
660 Davis, Prof. J. F., 346 High Williamsport
1 Baldwin, Andrew R., 10 S. Wyoming ave
Wyoming
2 Blockinger, Harry G., 727 E. Market
3 Bozeman, J. C., Gen'l Del.
Yerk

Over 131,000, RHODE ISLAND, 15-1645.

W. C. C.
664 Sherman, Frank A., 46 Granite
Westerly
Unattached.
5 Loree, Mrs. Victoria
East Greenwich
6 Helme, Nathaniel
Kingston
7 Scott, A. C.
8 Tillinghast, Jos. A.
9 Washburn, J. H.
670 Mathewson, Cassius S., Smith st
North Providence
1 Schaub, Henry, Main st
Pascoag
2 Theroux, John
Pontiac
3 Cook, Jas. W., 1 Custom House
Providence
4 Jackson, John, 37 Cambridge
5 Stockwell, A. M., 20 Cooke
6 Smith, J. Bowden
7 Hiscox, Morton, 56 Elm
8 Allen, Ray J., 100 Social
Woonsocket

Over 131,000, TENNESSEE, 1-194.

Unattached.
679 Haun, Thomas Nelson
Mohawk

Over 131,000, VIRGINIA, 3-195.

Unattached.
680 Hugk, Wm. S., 109 E. Broad
Richmond
1 Peterson, H. C., 10 N. 8th
2 Stacy, Palmer, care C. & O. Ry. Co.,
8th & Main

Over 131,000, WEST VIRGINIA, 1-129.

Unattached.
683 McMechen, F. L.
McMechen

Over 131,000, WISCONSIN, 19-2043.

Pastime C. C.
684 Hitchings, C. T.
Green Bay
Cream City W.
5 Casper, F. J., 667 Jackson
Milwaukee
No. Milwaukee W.
6 Lee, Will S.
North Milwaukee
Unattached.
7 Hortsman, W. F.
8 Pung, Peter, 129 S. Mooroe
Barron
Green Bay
9 Tilton, A. C., Standard Oil Co.
Kenosha
690 Blood, F. H.
1 Doherty, Hugh
2 Foulke, F. E.
3 Bird, Hobart S., 810 E. Gorham
Madison
4 Wright, J. Frank, 1436 Main
Marinette
5 Dean, Charles, 210 Old Ins. Bldg.
Milwaukee
6 Friedrich, Miss Tilly, 616 6th ave
7 Friedrich, Miss Emma, 616 6th ave
8 Kirsh, Frank W., 316 Greenfield ave
9 Labmann, Albert, 309 12th
700 Phillips, Edwin, 34 New Ins. Bldg.
1 Sullivan, Elmore J., 578 1st ave
Reedsburg
2 Andrus, Robert

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Pittsburg, Pa

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STERLING ELLIOTT.

QUERIES AND ANSWERS

NO. 177,523 AND OTHERS:— We do not know where pattern for League emblem design for sofa pillows, etc., may be procured. We do not know what the cover for pillow with emblem, as shown in a recent number of the L. A. W. BULLETIN would cost.

S. R. F.:— A squeak about a bicycle is more likely to come from the chain than any other part. Apply graphite, and if that does not answer, then oil each joint carefully.

Jamesvil Masachewsits

Dear Uncle Bulatin.

When me and Goary Gus fownd owt how mutch munny weed maid outer that tramp skrape we wuz tikled. We didnt meen tew stele ennybuddy's munny but we only thort we wuz gitten ovr own bak. Gus an me think that twuz whot Pa uzed tew corl a speshul providence. Wel now we thort we cood by sum katridjes fer ovr trustie reevolurs. Weed fergut tew git enny befoar we startid. Ovr reevolurs wuz littel wuns, onlie 22 kaliber, but we coodent aford enny biggur wuns. Sew we stopd at a stoar in a littel jay town an bot a bocks uv katridjes fer fifty sence. That lefft us sickty sence. Then we wondid tew try ovr trustie weepuns sew we whealed along til jest on the aiye uv the toun we sor a ole barn bak tew the rode. I hed sum chork an I markd up a targit on the bak

uv the barn. Then we stud orf a ways an Goary Gus fired. We wont morn 3 yards frum the targit an he plunkt it rite in the senter. An then inside the barn busted owt the most orful row ever wuz. Furst a kow cum salein owt lukin abowt skared tew deth an then owt cum a feller holdin a milkin stule by wun leg in wun uv hiz hands an holdin on tew the bak uv hiz pants with hiz uthur hand an houlin blew merder. He dansd arownd the kornur uv the barn and sor us. "Yu darn numsculs," he sez, "whot in thundur be yew dewin?"

(He didnt say thundur reely. He sed sumthin wurse.) We sed we wuz pracktisin with ovr reevolurs. "Ile practis yew!" he sez, an he hoav the milkstule at Gus an cum within a inch uv his hed. Then we maid a braik fer ovr wheles, an orl the time he wuz dansin arownd an corlin "Here, Bull! Sic em Bull!" an cussin. Jest as we gut on ovr wheles here cum a grate savedge bul dorg an went fer us. Gee, how we did fli an him arftur us. We sor the feller in the distance dansin arownd in the



rode but long as we sor him he nevur let go uv his pants. The dorg wuz ganein on us an jest as we gut tew a littel wun hoss bridj over a crick he maid a jump fer mi leg. Wel I fel ovr ontur Gus an he fel ovr ontur the bridj rale an it bustid an us an the wheles went inter the crick. Mi foot cort the dorg in the stumick and he giv a yelp an went flyin orf the uthur side uv the bridj. The dorg corled owt on hiz side an went leggin it fer hoam. Me an Gus horled ovr wheles owt an set down ter dry. Ile tel yer the rest laiter. Yure Luvin Neffyu



Shure Shott Sandy.

P. S. The feller must hev jest bin goin tew milk when Gusses shot went threw the barn an hit him.

IN MEMORIAM.

Oh, here 's a rose for every grave
In which a soldier 's sleeping;
And may our flag forever wave,
It 's sacred vigil keeping.
And here 's a wreath of roses for
Each nobler man and brother
Who reasons men away from war
To peace with one another.

On the Boards.

The barn-storming actor will
swagger and swell
As he struts 'round the
stage in his best;
But at night, when he wishes
to "skip" the hotel,—
Ah, then 's when he "throws
out his chest!"

THE Spanish navy has
been weighed and found
wanting when it comes to
a cruiser-cal test.

NO MATTER how far
our army may go there
will be Miles ahead of it

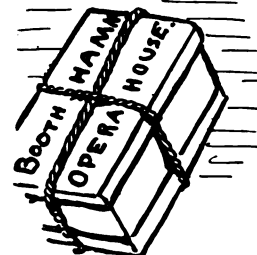
"WHAT'S in a name?"
Not much, perhaps, but
it is unfortunate for a
doctor to be named Pills-
bury.

MOST editors can take
a joke—but they don't
all give credit for it.

The Rhode Island Division, L. A. W., has voted
to keep in good standing those of its members who
enlist for the war.

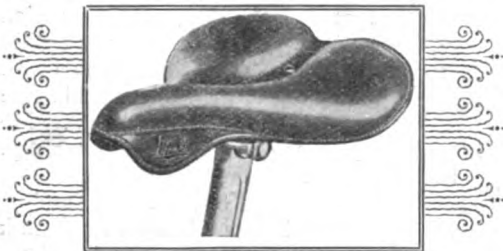
No doubt each Tartar chieftain's "darter"
Thinks she 's the very "cream of Tartar."

ALL our knowledge is gained through tuitions and
intuitions.



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OF THE SEASON



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NO FRICTION, NO WEAR;
NO WEAR, NO STRETCH;**

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