

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, June 3, 1898

Number 22



RIVERSIDE CYCLE PATH, RIVERSIDE, CAL.

Photo. by Thos. K. Ford.

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, 96,396.

KEEP TO THE RIGHT

is the rule of the road. Wheelmen should observe it. To start right ride the

Sterling Bicycle

"BUILT LIKE A WATCH"

and you'll have little trouble to keep right throughout the season, and many seasons. It's the right wheel for strength, speed, style. That's right.

HIGH GRADE WHEELS WITHIN EVERYBODY'S REACH.

Sterling Prices are right.

'38 Road Models, \$60, \$75 Chainless . . . \$125
Racers \$85 Tandems . . . \$125

CATALOGUE FREE.

STERLING CYCLE WORKS,

274-276-278 Wabash Ave., Chicago.

New York Agents, SCHOVERLING, DALY & GALES, 302 Broadway, New York.

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

The Story of Lucy and Katy.

Lucy Lockett lost her sprocket,
Katy Fisher found it,
And then, to keep it in its place,
She put a chain around it.

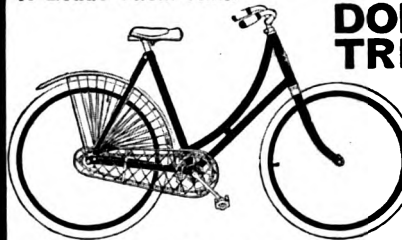
SIDE-PATHS IN GREATER NEW YORK.

The bicycle riders of New York city have long been handicapped in their efforts to reach the good Long Island roads by the condition of the streets for considerable distances after crossing the ferries. Side-paths from the Thirty-fourth and Ninety-second street ferries, through Long Island City, have been talked about for years, but have not yet been secured. The matter, however, is now being agitated again, and Deputy Commissioner of Highways John H. Madden, has submitted to the mayor an estimate of cost for paths from both ferries to the old city line. The wheelmen of Greater New York are in hopes of securing them at last.

SIDE-PATHS ARE EDUCATIONAL.

To argue that because good roads must be built, and hence all money expended in side-path construction is wasted, is certainly fallacious, says Prof. W. R. Hoag, in the *Minneapolis Times*. They will be educational, and this, we hold, is their prime virtue. Let the people of a community once witness a continuously good cycle-path leading into their market, and alongside of it a bad road, almost impassable at times, on which they are compelled

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.



Quickest
Repair Outfit
on the market

DEFENDER

The "Defender" Smooth Tread.
"Defender Special" Corrugated Tread.

Send for sample sections.

KOKOMO RUBBER CO., Kokomo, Ind.

TIRES

to travel, and they will begin to do some serious thinking. When this thinking becomes a general epidemic, we shall find legislation follow quickly after, and a systematic plan of highway improvement will speedily follow. So we say, if the people are not ready to unite with the wheelmen for good roads, let the wheelmen make their side-paths, and show what an easy thing it is to make a good surface when it is properly constructed.


WHY WAIT FOR BETTER ROADS?

On the interesting and much discussed subject of side-paths, No. 36,854, writing from Albany, N. Y., says: "Wheelmen in other localities may fail to understand the attitude of those in this county who have secured the passage of a side-path law by the last legislature. The farmers of this county openly opposed the good roads law, and did all they could to defeat it. We have every reason to believe that the wheelmen, at an expense so small that they will not feel it, will secure many miles of side-paths this year, and more next. If we waited for good roads we should require a degree of patience indicated by the rate of progress made with wide tires."

"I'd like to be a warship!" said the spinster as she scanned The columns of the paper,—"for a warship's so well manned."

A PUNCTURED tire flatly refuses to carry one comfortably.

The Cyclometer that Revolutionized Cyclometers.



THE VEEDER

Dust Proof. Water Proof.

The mechanism in every Veeder Cyclometer is as near to gauge and as accurately made as the mechanism in a watch. Nearly half a million in use.


Price \$1.00.

THE VEEDER MFG. CO., Hartford, Conn.

Exact Size.

CHAIN STRETCHED? That is because the rivets have ground back and forth in the blocks so long they have become worn.

Slide a heavy box across the floor. It is hard work. Put some rollers under it. It moves easily now. What rollers are to the box, the Morse joint is to the chain.




RUNS THIS WAY

NO RUB NO GRIND IT ROLLS

This is not all. Write us and we will tell you more. New Catalogue just out.

MORSE CHAIN CO., Trumansburg, N. Y.

MANY PEOPLE
expect to buy bicycles at reduced prices in June or July. There will be no change in the price of



for they are absolutely high grade wheels and are worth the prices at which they are listed.

Price and Quality Guaranteed.....

CATALOGUE 98, containing "Care of the wheel," sent free.

Western Wheel Works

CHICAGO. NEW YORK.

Some Genuine Safeties.

The ones who ride with brakeless wheels,
Where hills are steep and rough,
Should have their arms and legs and necks
All made of breakless stuff.

FRANKLIN PARK POLICE.

It seems to me that, during the last few weeks at least, the police on duty at the Oval in Franklin Park are over-zealous in their demands, especially to tandem teams, to ride "more slowly," apparently regardless of the fact that the riders may not have been exceeding the rate prescribed by these same officers, themselves, viz.: five minutes to five-and-one-half minutes per lap. I should like to be convinced by the pro. and con. views of others, expressed through the L. A. W. BULLETIN, whether I am correct or in error, and, if correct, what remedy could be suggested.

HYDE PARK, MASS.

No. 29,155.

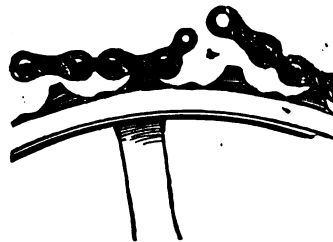
Councilman E. H. Hults, a councilman of the 13th ward, Philadelphia, says: "I am a member of the L. A. W., which is sufficient guarantee that I would not calmly and quietly submit to a cobblestone pavement so long as asphalt can be had. We claim to have the best paved city in the United States, and to my knowledge cobblestones for street paving have been relegated to the past."

BETTER half a loaf than loafing all the time.

TO JOIN A CHAIN PROPERLY.

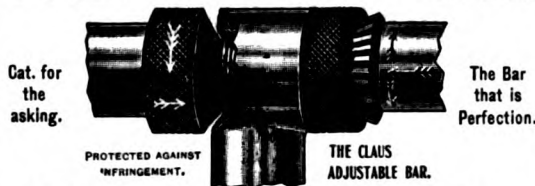
When a rider is about to replace the chain upon his machine it frequently happens that difficulty is encountered in the effort to join the ends and insert the chain-bolt. Sometimes, in despair, he loosens the rear wheel and shoves it forward, although he knows that the chain adjustment was right before the chain was removed.

The trouble is due to an effort to join the ends of the chain in the wrong way. He should begin by laying one end on the large sprocket, as shown at left of the picture, and hold it there with the right hand, while carrying the chain over the small sprocket and around forward underneath with his left one. Then change hands. Hold the end of chain on top of sprocket with left hand, and pick up the other end from below with right hand, and bring it into position shown at right side of picture. Both ends will then fit over the teeth of the sprocket-wheel and will fall exactly into place, so that the bolt will fit in without difficulty.



In the old navy, if a sailor complained at having to eat "salt horse" they gave him "a taste of the cat."

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.

BUY AN HONEST CYCLE

In buying a bicycle you want to get the greatest possible value for your money, as you would in any other business transaction. We have a reputation for making

Honest Cycles at Honest Prices.

You will do well to secure one of our machines, as it will surely give you the best of satisfaction.

Iver Johnson and Fitchburg Cycles
\$40 to \$100.

From this line you can surely select one at a price to suit you. Send for our Catalogue—it will tell you all about them.

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

A DANGER-SPOT.

Just west of toll-gate No. 9, on the "Old Lancaster Turnpike," there is a deep ditch which has caused many accidents to wheelmen. The Pike Company's attention has been called to it several times, but nothing has been done as yet. I think if the League would take it in hand they could do the business. I have placed a sign at the top of the hill, warning wheelmen to look out for the gutter at the foot of hill.

PAOLI, PA.

No. 123,191.

"Wonderland, '98," will be sent for six cents in stamps, addressed to Chas. S. Fee, General Passenger agent Northern Pacific R. R., St. Paul. It's about the prettiest book of exquisite half-tones and interesting reading, "from kiver to kiver"—and including the "kivers"—ever published for many times the price.

League member No. 4,723 writes: "I think that the Pennsylvania Division, and particularly the Philadelphia portion, owe an immense debt of gratitude to L. A. W. member No. 130,282 for the fine, commodious enclosed spring lately fixed up at Ambler, Pa. I came across it yesterday and was very much refreshed and rested by the excellent water. This is truly fraternal."

THE chief reason why golf will never become so very popular is because one can't play it while riding a bicycle.

"Another Advanced Idea in High Grade Construction"

FOUND ONLY IN
1898 RAMBLERS
IS THE

SPEAR HEAD REINFORCEMENT

which is not only highly ornamental, but insures a strong, **sure** joint, and therefore a safe wheel. It is placed **outside**, rather than inside, the tubing, because it can there be brazed with absolute assurance that it is **properly brazed**, the entire operation being in full view of the brazer. Its shape is "spear head," so that all vibration is met on a point and is gradually distributed throughout the entire frame or fork. This form of joint **costs more** than any other, but RAMBLERS must be right, at any cost.

LET SOME RAMBLER AGENT DEMONSTRATE THIS FURTHER.

GORMULLY & JEFFERY MFG. CO.

... CHICAGO ...

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

MR. HUM TOVER'S OUTING.

NIXON WATERMAN.



MR. HUM TOVER hopped on to his "bike,"
And flew like a racehorse down highway and pike;
He scorched over mountain and valley and plain,
Till he melted his tires and heated his chain;
And he busted his sprockets and twisted their cogs,
As he ran over women and children and dogs;

Yet he never looked up for a second, but just

Watched his spinning cyclometer run up and bust.

The sun it poured down a most terrible heat
As he saw the earth skurrying under his feet;
The landscape flew by in a flickering flash,
Till his wheel struck a rock and he went all to smash.

* * * * *
We thought, for the time, he was sleeping with death,
For he lay quite a while before catching his breath;
But when he recovered his power of speech,
He smilingly murmured, "That ride was a peach!"

SOLDIERS are not the only ones who find drilling an awful bore. Think of the workman who put in the blasts.

If Sampson has the Spanish fleet bottled up why does n't he go after it with a cork's-crew?"

LAST year's Spring lambs now feel sheepish.

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 only25

Editor: **STERLING ELLIOTT.**

Associate Editors:

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

JUNE 3, 1898.

RAIN-OR-SHINE CYCLISTS.

Whether the weather brings weal or woe,
Some wheelmen will weather it, whether or no.

SHAKESPEARE tells us that "many can brook the weather that love not the wind," and the same thought has become more popularly expressed in the oft-heard remark, "Never mind the weather, so the winds don't blow." But the cyclist would add—"and it does n't rain."

For a whole lot depends on the weather. You may possess the best bicycle that ever wore enamel; have it fitted up with all of the most beautiful and serviceable attachments; plan your outing with the greatest care and attention to every little detail that will insure an ideal trip; select the most likable of persons for your companions—and along comes old Mr. Weatherman, with his big sprinkling-cart, and floods the whole country; or The Winds purse up their lips and blow an opposing gale that sends your fond anticipations of a lovely outing whistling down a dream of things that were.

To awaken on the morning of a holiday on which one has planned to enjoy a delightful trip a wheel, and hear the drip, drip, drip of the rain is about the saddest sound that ever distressed the ear of mortal man. Yet there is some advantage even in this sort

Sent to paid subscribers,.....	96,396
Filled in as many hotels,.....	1,004
Filled in Public Libraries and Reading Rooms,.....	1,163
To advertisers and exchanges,.....	1,937
Total number printed this week,.....	100,500

of a morning. You know where you are at. Cycling is quite out of the question, and you dismiss it from your mind, once for all.

It is the half-and-half sort of a morning that perplexes you. It looks like rain and yet it may clear up. "To go or not to go?"—that is the question. Then you remember that the last time you were scared out of going the clouds dispersed and the ones who went on the outing came laughingly home at the eventide and gave you the gleeful "ha, ha!" because you were a coward. So this time you go, and when you are forty miles from nowhere a soaker of a storm comes and—well, you decide that if you had your life to live over again some portions of it would be planned differently.

If there is anything that will make one about to buy a wheel and take to cycling pause and think it over, it is to see a bedrabbled cycling party sloshing home through a weepsy-wopsy rain. The men look mad and the women look frightful. Those sweet little "beau-catcher" curls become scraggly wisps of rope from which the rain-water drips disconsolately. Love at first sight never occurred under these conditions.

So it's worth one's while, in planning an outing, to always figure on the uncertainty of the weather. It isn't best to try to scare a storm away.

"Nought cared I for wind or weather
When youth and I lived in 't together?"

"The boys" may brave it out and ride the route planned upon, rain or shine, and "no postponement on account of the weather," but the average wheelman quite dislikes a soaking, while a wheelwoman, especially if she is more or less tailor-made, just can't endure it.

Always take the safe side in case of the least uncertainty. Plan your trip so that if a long rain sets in, when you are half-way on your outing, you can "make other arrangements" for getting home without having to ride along in front of people's piazzas, filled with those prudent souls who never take any chances on anything and hence who never have fun enough to keep an able-bodied clam in good spirits.

8 TONS

That is how much paper is used
each week in printing the
number of papers
represented by

THOSE FIGURES.



The Best Saddle costs YOU no more than the trashy kind



Over Thirty Styles.

Send for Handsome Catalogue.

HUNT MFG. CO.

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

Westboro, Mass.

The Only Inner-Tube Tire

that will fit any rim, and stay there, is

THE RUSH



A DETACHABLE TIRE

THAT REQUIRES

No Wires, No Cement,
No Vulcanizer.

At a pinch can be repaired with a postage stamp.

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

RUSH TIRE CO., Williamsport, Pa.

The R. A. STRONG CO., 11 Warren St., N. Y., Reprs. for New York & New England.

A Mean Advantage.

The meanest man, it seems to me,
That this old earth can harbor,
Is the one who's deaf as he can be,
Yet never tells his barber.

THE "SCORCHER."

"The smallest worm will turn, being trodden on." We have this on the word of no less an authority than Mr. William Shakespeare, who seemed to know all about everything, including worms.

And so the scorcher, the much-maligned scorcher, will finally get his back up if you say too much about him. And why not? The scorcher is human, about the same as other folks. This may be news to many who have read the so-called funny papers until they have come to think of the scorcher as being something quite akin to the monkey. And the impression may have been strengthened by seeing the animal as he dashes along the street or highway. But we have good reasons for believing that the scorcher in his calmer moments, when off the bicycle, is quite like an ordinary citizen, such as you might meet in a street-car, or at a sacred concert.

When the terrifying scorcher is n't scorching —

When he isn't busy piling up the miles —
Oh, they say he's really human, and as gentle as a woman,
And it's something to remember when he smiles

One of his kind sends the following:

Why this constant nagging at the fellow with the drop handle-bars? Is it a case of judging a man by the clothes he wears? If so, quit it.

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.

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



THROWS LIGHT 200 FEET

\$6.00 Bicycle Electric Lights,

\$2.75

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

I use rams-horn bars, and do not find it necessary to look like a monkey, or have a hump on my back like unto the camel, or a dozen other things quite as picturesque, as often stated in the BULLETIN and other papers, and furthermore, when asked for the use of a wrench, a little oil, or some other such courtesy, do not answer "haven't any," "use your own," or some such remark, as a majority of the "Straightbacks" do.

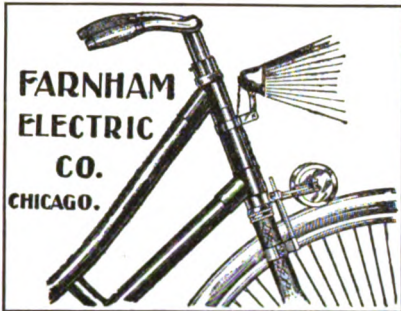
Saturday last, I started out for an afternoon ride, fully equipped with all necessary tools, oil, tire tape, etc., and having a new pair of drop handle-bars, my thoughts drifted to the different comments heard relative to the fellow with the low bars, and I decided to test the disposition of the boys using the drop and those using the up-turn bars, with the following result: 1st, I asked a gent. with up-turn bars for a little oil (making an excuse for my not having any), and he replied in a gruff way, "haven't any"; 2d, asked a "gentleman" with up-turn bars, for loan of his wrench, and he replied that he did not carry wrenches for the use of the public; 3d, asked another up-turn bar man for a little oil, and he gave me a look that would come mighty near killing a dozen Spaniards; 4th, asked a fellow with drop-bars for the use of his wrench, and he said "cert," and dismounted, procured the wrench from his tool bag, and told me to hurry up, for he was late, and something about going to meet the crowd, and that he was bound for Yonkers.

You will please notice that "Drop-bars" was in a hurry, but still had time to be accommodating. Of course I made a bluff of tightening up a nut on my wheel, but felt mighty sorry that I had to detain him, but it goes to show the difference between the "Straightbacks" and the "Drop-bars."

My experience is no criterion to go by, but I'll bet a tire plug against an oil-can that "there are others" who think as I do on this subject, and that is, if you want a favor while out on the road, ask a "Drop-bar" man every time, and you will get it.

Now all of this is worth remembering. The "Straightbacks" for style, dress-parade appearance,

The Farnham Electric Bicycle Lamp



A Bicycle Lamp that burns only when the wheel is in motion; is **always ready** for use; requires no filling, no cleaning; **costs nothing to maintain**; does not smoke or smell; **cannot be blown out or jarred out**; does not leak and soil the hands or clothes; **neither rain, wind nor mud can affect** this light. Absolutely **no danger** from explosion or burning out from over-heating. It creates a **brilliant white light**. Will last for years.

These are some of the Distinguishing Features we claim for our Lamp.

The miniature electric dynamo is incased in a nickel-plated cylinder about three inches in diameter and 3 inches wide, and is attached by clamps to the front fork of wheel, as shown in above cut. The disc comes in contact with the tire but does not rest upon it, the entire weight being supported by the frame. There is no **appreciable friction** from contact of the dynamo with tire. The motion of the wheel causes the case to revolve, generating an electric current, which is transmitted to the bell-shaped lamp on the head of the frame. It requires **absolutely** no adjustment, and is made of the **very best and most substantial materials obtainable**; is water and dust proof, is efficient and durable, and is warranted for one year. In case of breakage other than through the gross carelessness of operator, we will **repair same at our own expense**, if returned to us.

This device is protected by both foreign and domestic patents.

PRICE LAMP, COMPLETE, \$5.00.
PROMPT DELIVERIES.

Infringers will be promptly and vigorously prosecuted.

In ordering, send remittance by Express Order, P. O. Order or Bank Draft. For fuller particulars write

FARNHAM ELECTRIC CO., 616 Ashland Block, Chicago, Ill.
59 Clark Street,

and all that sort of thing, and the "Humpedovers" for oil, tire tape, wrenches, etc.

Measured by the old rule of "Pretty is as pretty does," the scorchers may not be so bad as he is painted. One thing is very certain, and that is if he has a single redeeming feature we should all make the most of it, because he is sadly in need of something of that kind. Any others who can think of something kind to say of the scorchers are invited to speak out. But all should remember that drop handle-bars do not make a scorchers, although they may exert a strong influence in that direction.



CYCLERS' SNAP SHOTS. — CROSSING THE DESERT.
Photograph by H. E. Van Duyne, Kingman, Arizona.

In trying to shake off Spain, this continent seems willing to doff the Don.

MUD AND FIRE ENGINES.

Milwaukee, Wisconsin, is one of the most beautiful and progressive cities in the country. It is said to have a population of 270,000. Its streets are as good as those of other cities of its size that stand on the same character of soil it does. But, like other cities, its streets might be much better. Some of them are not what one would expect to find in such a city, as is shown by the following item clipped from a recent issue of the *Milwaukee Sentinel*:

ENGINES FAST IN MUD.

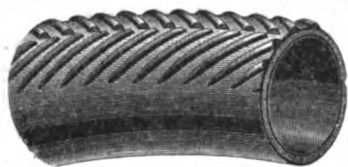
Fire Department Unable to Reach a Burning Building.

The plant of the Wisconsin Malt Extract company, Third street and Meinecke avenue, early yesterday morning, was damaged by fire. The loss will be \$3,500, the insurance is \$2,000.

The blaze originated from one of the ovens, and when Engine company No. 13 of the Fire department was within 600 feet of the place streets were encountered that are in such deplorable condition that the engine sank in the mud to the axle and could not be budged. Engine No. 22 and a chemical engine were also unable to get to the blaze on account of mud, and the firemen had to carry hose on their shoulders to the burning building. So much time was lost by the firemen that the building is almost a total loss. Several weeks ago the Fire department had a similar experience in fighting a fire in that neighborhood.

The same thing might occur in many cities. In some instances the opinion has been expressed that fire losses, indirectly occasioned by impassable streets, may be recovered from the city that permits such streets to exist. It would be worth while to know that such is the case.

NO FEAR OF SLIPPING



WITH THE
NATIONAL
Single-Tube

More speed with less power has been gained with the National than any tire in the world. No mud on the back of rider. No punctures to mend. Nothing but ease and solid comfort. If you wish to make a record, ride the National Tire. **Send for Catalogue.**

THE NATIONAL TIRE CO.

204 Dearborn Street, Chicago.

NEW BRUNSWICK TIRES

WHY THEY LEAD THE FIELD.

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

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

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

OUR NEW CATALOGUE SENT FREE.

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

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



BROKEN GLASS CAN'T HURT IT.

Nails and jagged rocks have no effect upon it — very durable, light and resilient.

BOICE PUNCTURE-PROOF TIRE

"The tires you sent to me have been used about two months and a half. They have had hard usage over the oyster shell roads here. No cut or puncture has yet been made in them. A small wire nail was found one day sticking in the front tire. The nail was bent in all directions, but the tire itself remained uninjured. The military tire must be a punctureless one, and I heartily recommend yours for this use. Yours truly, E. T. BROWN, 1st Lieut. 5th Artil. U. S. Army."

SEND FOR CAT. **JOHN R. BOICE, Toledo, O.**

NEWTON TIRES

THE HANDY Cleans every tight place on a wheel. Does more than all other brushes combined. Can be carried in vest pocket or tool-bag. Secure through dealer or by mail, 15c. **THE HANDY MANUFACTURING CO., Newark, N.J., P.O. Box 52**



THE 1898 20th Century

BICYCLE • HEAD-LIGHT • DRIVING LAMP

CONSTRUCTION • VASTLY • IMPROVED

In Greater Demand than ever.

One of the Mistakes of Moses.

"Where was Moses when the light went out?"

Riding on his bicycle and gliding all about;

But in just another second, why a copper pulled him in,

"Cause he had n't tumbled off his wheel to light it up "agin."

VIBRATION AND NUMBNESS.

League member No. 133,711 writes that the first joints of both his index fingers have become somewhat stiff, causing slight pain. He asks if it could possibly be due to vibration from his handle-bars, and whether any members have had similar experience.

A few years ago complaints of numbness of hands and arms, caused by handle-bar vibration, were no uncommon thing. At that time the trouble could be traced directly to two causes, the principal one being the position then commonly assumed by riders, and the other being due to the shape of the handle-bars then generally used.

For a long time it was customary to bend seat-posts backward, over the rear wheel, and place the saddle well behind the post. About 1893 an extreme backward position was all the fad, and many riders had special posts made so that they could get back as far as possible, in some cases actually sitting almost over the rear wheel axle.

If anyone will try this position, and will then reach forward to grasp a low-dropped handle-bar, he will find that he is compelled to rest his palms very heavily upon the handles, in order to support and steady himself, as the weight of all the upper

portion of the body is thrown far in advance of the pedals, which, with the saddle, form the natural base of support.

The handle-bars of the period were generally curved so that the grips pointed down toward the ground, instead of being nearly horizontal, as at present. The result was that the rider's palms, near the wrists, rested on the grips, and the wrists were bent up at a sharp angle. The position was such a strained one that the nerves were quickly affected. On a ride of any length numbness would appear; it would creep along into the little finger, then into the next one, and so onward, and also up the forearm toward the elbow. Sometimes it would take days to recover from it. If continued, it would have become serious.

But a considerable change in position was made in 1895. Forward posts became common, and bars began to have their grips placed more nearly parallel to the top tube of the frame. The rider got nearer his work; he was able to carry his weight better on his pedals; he leaned less heavily on the bars, and the grips were in a more normal position. Since then, complaints of numbness have disappeared. It does not seem possible that with a wheel of 1896, or later, pattern, properly adjusted and ridden, there could be enough vibration to make anyone uncomfortable and, much less, cause any numbness of hand or stiffness of joint.

THE auctioneer's business is never quiet.

GREATEST OFFER EVER MADE TO A WHEELMAN!

You may be a cyclist of long experience, but you will not know the true pleasure of cycling till you have tried a wheel fitted with the **AUTOMATIC COASTER!** Think of a trip of one to one hundred miles, in which you do not have to pedal more than half the time! Any road rider can make **20 per cent. faster time** with an Eclipse when fitted with coaster and brake than he can in the absence of this, **the Greatest Improvement since the Advent of Pneumatic Tires.** Read the following:

WASHINGTON, D. C.
In my humble opinion your Automatic Coaster and Brake adds one hundred per cent. to the pleasure, comfort and safety in cycling.
R. GROSSMAN BATTAN.

GERMANTOWN, PA.
My praise for the Coaster and Brake cannot be too high. The pleasure of cycling is not fully realized without an Eclipse fitted in this way.
GEO. MECKE.

WESTBROOK, ME.
I am riding an Eclipse fitted with the Automatic Coaster and Brake. It doubles the pleasure of cycling.
W. B. BOOTHBY.

MERIDEN, CONN.
For touring, nothing equals your Automatic Coaster and Brake. One can ride one hundred miles on a wheel so fitted and not be nearly as fatigued as riding fifty miles on an ordinary wheel.
A. W. PROUDMAN.

LYNN, MASS.
The man or woman who rides a wheel realizes only half the pleasure until they mount the Eclipse fitted with their wonderful Automatic Coaster and Brake.
E. C. WENTWORTH.

LYNN, MASS.
The Eclipse bicycle with Automatic Coaster and Brake is a marvel. The pedal and brake action is, without doubt, the greatest invention of the age.
GEO. W. BATES.

CAMBRIDGEPORT, MASS.
I am able to ride longer distances than ever before without feeling tired. The Coaster and Brake on the Eclipse has never failed to work. I have derived more pleasure from this wheel than I ever anticipated could come to a cyclist.
G. P. FISHER.

Where we have no agent, we will send one of our \$75.00 wheels in exchange for your old one, allowing a liberal price for the old wheel. We make this offer in order to introduce the Eclipse fitted with Coaster and Brake, **where we have no agent.** Write for Catalogue and book of wonderful tests.

ECLIPSE BICYCLE CO., Box D, Elmira, N. Y.

WAR! MIDNIGHT EDITION!! EXTRA!!!

'Tis rumored — though still unconfirmed,
That someone — name unknown,
Has just arrived — we don't know where,
And says our fleet has blown
The Spanish warships all to shreds
And silenced every gun,
And, while they lost ten thousand men,
We never lost a one!

Authorities at Washington
Declare it is n't so,
But the man who writes from our back-stairs
Is the one who ought to know.
For he's employed for nothing else
But just think up and tell
The awful, frightful, thrilling news
That makes the papers sell.

STRAINS ON BICYCLE FRAMES.

The multiplicity and severity of the strains to which bicycles are subjected are not generally recognized. Perhaps even some manufacturers themselves did not fully realize it as they reduced the weight of their machines, year by year, in compliance with the popular demand, until rigidity and strength were sacrificed to light weight in 1895. But this at least had the beneficial effect of calling attention to the limitations of weight as affecting strength, speed and rigidity, and much improvement has taken place since then. A writer in the *Engineer* lately discussed the subject, and presented some facts of interest. He says:

"In considering the design of a safety bicycle frame, too little attention is generally paid to what may be called the driving stressés; that is, those set up by the pressure of the foot upon the pedal, which cause lateral distortion of the frame. There are two distinct cases to be considered — first, when the pressure of the foot is balanced by a pull at the handle on the same side; and, second, when there is no pull at the handle.

"In the first case, when the pressure of the foot is balanced by a pull at the handle on the same side, the distortion is confined mainly to the front part of the frame, consisting of the head tube, the upper and lower front tubes, and the seat socket tube. Each member of this quadrilateral is subjected to both torsion and bending. If any one of these members is so strengthened that its bending and twisting are diminished, then the strength of the adjacent members is also increased, so that much greater forces are required to produce a given distortion.

"Now the head tube being short compared with the other members, an increase in thickness is accompanied by an increase in the stiffness of the frame out of all proportion to the increase in weight. This stiffness is also increased up to a certain point by shortening the head tube. The long heads in vogue a few years ago rendered the frame more springy, while the present pattern of frame, with horizontal top tube and comparatively short head, is much better in this respect. The torsion of the diagonal tube is greatly diminished if the rear part of

5 TIMES AS MUCH OXYGEN



Supplied to the flame as in ordinary Lamps because of its **Double Forced Draft.**

INSTANTLY attached or removed from *Head, Fork, Post or Handle-bar*, with or without a brake, in any position, and *without a bracket*, by reason of its **Improved Clamping Jaws.**

It has reversible oil-tank. It burns Kerosene. It burns 10 hours. It throws light over 100 feet. It is guaranteed not to Jar Out.

For sale by all dealers. Catalogue for the asking.

Prepaid, \$3.00.

HITCHCOCK LAMP CO., Watertown, N.Y.

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.

SPECIAL PRICE TO First Purchaser in every city and town.

IT BENDS DOWN.



Normal
Under Pressure

Vertically Flexible.
Laterally Rigid.
Not Pneumatic.

"Saddle Talk" tells all about it; sent free on application.

AVERY & JENNESS, 297 Wabash Ave., Chicago.

HOW'S YOUR WIND?

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

NEW DEPARTURE, BRISTOL, CONN.

"No Chafing" — "No Irritation."

THE... BERNASCO BICYCLE SADDLE.



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

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

the frame is rigidly connected, instead of being merely bolted together. When the torsion of the head tube and diagonal tube is thus minimised, rigidity is secured by providing top and bottom front tubes of suitable diameter and thickness.

"In the second case, when the pressure of the foot is not balanced by a pull on the handle, the distortion is not confined to the front part of the frame, but every member is twisted and bent simultaneously. The rigidity thus depends mainly on the joints throughout the frame. In a machine wanting in rigidity, the wheels and the frame are no longer in the same plane; the wheel inclines to one side of the vertical, and the frame to the other, and the direction of the inclination alters at each stroke of the foot. The stresses thus set up are much the same as if the wheels were fixed, and the frame twisted by means of the seat pillar. If the joints are made merely by flattening the ends of the tubes and then bolting up, the frame is liable to be rickety, because under bending and twisting stresses such joints will give more than the whole length of the tube.

"The rear forks are perhaps the most important part of the frame of a cycle; they are certainly the part about which the greatest difference of opinion exists. Before the extreme importance was realized of a narrow tread for constituting a straight-running machine, round rear forks of $\frac{7}{8}$ in. diameter were often used, which gave ample stiffness; but now that there is premium on every $\frac{1}{8}$ in. under $\frac{1}{2}$ in. clear

width between the pedals, it is necessary to reduce this diameter to about $\frac{5}{8}$ in. Now a tube of round section $\frac{5}{8}$ in. diameter is only about half as stiff as one $\frac{7}{8}$ in. diameter of the same weight, and has only about 70 per cent. of the strength.

"It therefore becomes necessary to use a section giving greater rigidity and strength than the ordinary round tube. The choice lies between oval, rectangular, and D sections. The last of these is the most suitable, in consideration of the nature of the stresses to be met. The weight of the rider puts the rear forks in tension; but this tension is small compared with that produced when the foot is exerting its maximum pressure on the pedal. The nature of the deformation produced by the chain tension may be investigated by tightening up the chain, and then squeezing its upper and lower spans together. It will be seen that both of the rear forks are thereby bent towards the chain side, because being connected by the back axle, one cannot move without the other; and the final result is a bending in four places, two on each side, namely, close to the bridge and close to the back axle. A sharp bend near the bridge is a source of weakness, which is best guarded against by using a steel casting at this point, instead of merely bending the tube. The bending moment, which is due to the back axle not being exactly in line with the rear stays in some portions of the 'chain adjustments,' amounts in extreme cases to about 70 inch-pounds, which means only a small stress on the D tubes that are used."

SEND YOUR ADDRESS TO THE...

JOHN P. LOVELL ARMS CO.

BOSTON, MASS.

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

LOVELL "DIAMOND" BICYCLES.



MAKE MONEY

fast and easy by selling our wheels.
15,000 on hand; prompt ship-
ment. '98 models \$13 to \$37.50;
'97 and '96 models \$9 to \$18. 600
good shopworn and used wheels,
\$3, \$5, \$8 and \$12 each. 100 '97
boys' and girls' wheels, M. & W. tires,
\$9.75 each. Art Book on Bicycles Free.
We will give a rider agent in each town FREE USE
of sample wheel to introduce them. Write for special
offer to agents. H. T. MEAD & PRENTISS, Chicago.

ELECTRIC BICYCLE LAMP.

The
light
that
NEVER Falls



GUARANTEED IN EVERY WAY. DRY BATTERY.

Send for illustrated catalogue. Also lamps for gas-
works, breweries and carriages.

Price \$5.00, prepaid.

**ACME CO., 10 S. 5th St.,
PHILADELPHIA, PA.**

Embossed Silver-Mounted Handles

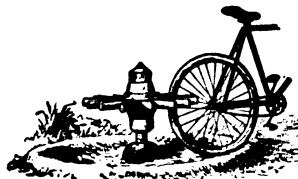
are original with us. Handsome,
Strong, Durable. Just the thing for
the retail trades, or for manufac-
turers looking for special designs.



By mail, 25 cents per pair.

BONSILATE BOX CO., Hartford, Conn.

THE OLD AND THE NEW.*



A CART-WHEEL, rusting
in a shed,
Looked at its sorry self, and
said,
"I see my usefulness is o'er,
I am not in it any more.
Time was when happily I
whirled
Along the highways of the
world;

But now the cycles hold their sway,
And leave me to my slow decay."

Just then a kindly hand was laid
Upon the wheel, and it was made
Into a cycle-rack to hold
Full many a wheel, and "good as gold"
It daily proves itself to be,
For, fashioned as herewith you see,
The old wheel, with a purpose true,
Still lives to haply serve the new.

*A unique bicycle-rack described by K. G. in *The Blacksmith and Wheelwright*.

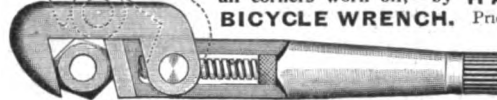
WHAT MAKES A MACHINE COAST WELL.

During the past two years coasting contests have become popular. These events are not tame and uninteresting, as might appear; but, when conducted on a fairly steep and long hill, and many competitors are entered, they become very exciting. Each spectator is interested in seeing the wheel he rides win the event, but so many conditions affect the result that the greatest uncertainty prevails. Aside from the character of machine and tires, the state

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

ANY OLD NUT

held without slipping. — Nuts that have
all corners worn off. — by **HALL'S
BICYCLE WRENCH.** Price reduced.



Send for
circular.
Liberal
discount
to trade.

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



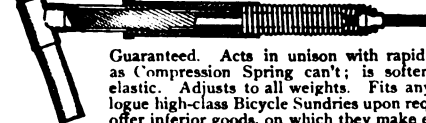
THE UNEXCELLED SUPPORTER

Absolutely the most perfect supporter ever
produced. Conforms to the body. Gives per-
fect support. **Adjusted without dis-
robing. No laces or webbing.** It
is endorsed by professional riders. A trial will
convince you. If you cannot procure from
your dealer, will mail sample on receipt of
50 cents. All sizes, 28 to 42.

In ordering send waist size of trousers

UNEXCELLED MFG. CO., 263 Greene Street, NEW YORK

INITIAL TENSION EXPANSION SPRING SEAT POST (PATENT PENDING)



Price,
\$2.50 each.

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

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

of wind, weather, and road-surface must be consid-
ered; the weight of rider has its influence, and the
position, judgment and nerve of participants have
much bearing on the result.

It is claimed by some experienced riders that,
starting together on equal wheels, a heavier person
will quickly forge ahead, but that the lighter one
will overhaul him on the level in the end. It is also
stated that, if a grade be long, a flying start is of
no advantage, because wind resistance soon retards
the one who takes it, until he falls back to the speed
of the other, and they both will finish at the same
mark. Different makes of machines, however, show
different coasting qualities, and sometimes two of
identical construction will vary considerably. It is
hard to discover just what causes it — about as dif-
ficult as it is to tell what it is that imparts "life" to
some machines.

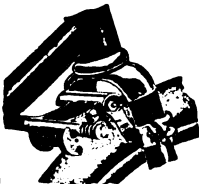
Among the features of recognized influence the
construction of the machine, its rigidity, and the
perfection of its bearings, hold an important place.
Of course all the running-gear must be clean and
properly lubricated, and the bearings can advan-
tageously, perhaps, be a shade looser than the usual
correct adjustment for regular use. The frame
should be rigid and the bearings of high quality.

These things are not so very difficult to secure,
but to them must be added a resilient tire. Recent
efficiency tests show that the efficiency of a bicycle
is affected more by its tire than by any other part —
in other words, there is more power lost through the

A-3
CLIPPER
 Our Guarantee  No unreliable bicycles at any price
CLIPPER PEOPLE GRAND RAPIDS, Michigan.

The Davis Roller Brake

owes almost its entire virtue to the corrugated Rubber Roller. It cannot injure the tire, and there are six other reasons why the DAVIS is the best Brake.
 Free Booklet will explain.
 Foot Brake \$2.00; Hand Brake, \$3.50.



DAVIS MFG. CO., INDIANAPOLIS.

HAVE YOU FAITH...

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

NEW YORK A. G. SPALDING & BROS. CHICAGO

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. **EXCHANGE, 26 West Broadway, New York.**

YOU FORGET THE CHAIN WITH IT ATTACHED.



DUST, RAIN, MUD PROOF.

A little graphite once a year, that's all. 7,000 now in use. Don't buy a new wheel without it. Can be fitted to your wheel. Write for interesting news. Orders filled in 2 days.

The Frost Gear Case Co., Indianapolis, Ind.

tire than in all other ways in propelling the machine, and, furthermore, there is a great difference in tires. This is frequently demonstrated where the same parties are accustomed to ride together, as in club runs, when a certain member outcoasts all the rest, but, on changing his tires, is defeated by the majority.

The inflation of the tire depends on the rider's weight and the condition of the road-surface. If it is smooth, the tire should be very hard. For ordinary riders, $1\frac{1}{8}$ inch is the best size, but for very heavy men, say 180 pounds and upwards, a larger size gives better results.

The position to assume is the one which offers the least wind resistance, and feet inside the frame seem to secure this. A firm seat must be kept, the machine guided steadily, all tendency to nervousness controlled, and position calmly maintained until the machine comes to a stand and it finally topples over. Coasting matches are won or lost at the finish.

As to weight of rider, a steep hill with a level stretch at the end seems to favor the heavy man, if the air is still or he has the wind with him; but, if the wind blows up the hill, the lighter riders are thought to have the better chance, other things equal. The generalship that the contestants show counts for a great deal, and cool head, quick judgment and steady nerve are sure to win against absence of these qualities though equally well, and perhaps better, mounted.

1898
PATEE
ROADSTER
\$27.50
 Regular Price \$30

These splendid 1898 Bicycles, made by Peoria Rubber and Mfg. Co. for export, were captured by our ready cash at a fraction of their value. Flush joints, dropped hanger, one-piece cranks and axle, large sprockets, black, green or maroon. We will send C. O. D. with privilege of examination, if \$1 deposit is sent, or will prepay freight if cash comes with order. "Your money back if you want it." **Cut-Price Catalogue of Sundries Free.**
N. Y. Sporting Goods Co., 81 Nassau St. New York City.

L. A. W. VALVE
No Spring to Pump Against.
 Plunger acts positively, independent of cap, thus making a double seal.
Insist on getting it in the Tires you buy, or, by mail, 15c.
BONSILATE BOX CO., Hartford, Conn.

The Seat Ideal for the Ladies' Wheel.

Here is a modern saddle, unlike the long, thin strap That the rider has to straddle, for it holds you in its lap.

THE WHEELER SADDLE CO., Detroit, Mich.

..A '98.. We will allow you a good price for your old wheel, in exchange for our elegant, 3 crown, Model 33. Write for proposition.

PROPOSITION

MANSON CYCLE CO.

153-155 W. Jackson Street, Chicago.

TRUE AS THE GREENWICH TIME BALL.
The BURDICK CYCLOMETER
 Simple, Accurate, Beautiful.
 We Guarantee it. Registers 10,000 miles.
 Send for Booklet, No. 59.
"MILLER" ALWAYS MAKES THE BEST.
EDW. MILLER & CO., Meriden, Ct.
NEW YORK STORE 28 W. BROADWAY. BOSTON STORE 63 PEARL STREET.

RECORDS ON THE ROAD.

The following road records have been accepted by the Century Road Club:

BICYCLE.

Straightaway Course.

Flying start, paced:

1m. A. Ferguson, 1.55 1-5, Terre Haute..... June 2, 1897

Flying start, unpaced:

1m. H. H. Dronberger, 2.11 4-5, Terre Haute, June 2, 1897

* Standing start, paced:

1m. C. Franklin, 2.12 1-5, Terre Haute..... June 2, 1897

Standing start, unpaced:

1m. C. A. Foster, 2.16 4-5, Terre Haute..... June 2, 1897

5m. T. O. Vaux, 9.24, Colorado Springs..... Oct. 28, 1896

10m. A. B. McDonnell, 21.25, Buffalo..... May 26, 1896

15m. " " 34.32, " " " " " "

20m. " " 46.01, " " " " " "

25m. " " 51.55, " " " " " "

50m. L. C. Wahl, 2.15.00, Colorado Springs..... May 10, "

100m. A. B. McDonnell, 4.40.09, Buffalo..... Oct. 28, "

500m. A. E. Smith, 56.05.00, Chicago..... June 28-July 1, 1896

1000m. R. P. Searle, 144.05.00, Chicago..... Oct. 17-23, 1894

Standard Course.

5m. A. G. Relyea, 11.31 4-5, Brooklyn..... Oct. 31, 1896

10m. L. W. Walleston, 24.14, Newburyport..... Oct. 4, 1895

15m. " " 36.24, " " " " " "

20m. " " 48.58, " " " " " "

25m. " " 1.00.59, " " " " " "

50m. A. W. W. Evans, 2.22.59, New Brunswick, Aug. 14, 1897

75m. " " 3.37.35, " " " " " "

100m. " " 5.01.42 2-5, " " " " " "

200m. " " 11.41.45, " " " " " "

300m. Henry Smith, 22.56.08, Baltimore..... May 9-10, "

...USE THE...
LUBRICATING PAD
 and make your dry, noisy,
 hard-running chain run
 easily and noiselessly.
 Send 10 cents for sample, giving
 number of teeth on front sprocket.
THE LUBRICATING PAD CO.
 Cortland, N. Y.



ADOPTED by the Department of
 Public Safety of Phil-
 adelphia, and pronounced by the of-
 ficers to be without equal.

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


The Lovekin
SADDLE CO., (Inc.)
 631 Walnut Street, Philadelphia, Pa.

Price, \$3.00.



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.



1000m. J. F. Gunther, 113.45.00, Chicago.....Oct. 6-11, 1894
 12hr. A. W. W. Evans, 205m., 790ft., New
 Brunswick.....Aug. 10, 1897
 24hr. A. W. W. Evans, 355½m., New Bruns-
 wick.....Aug. 10-11, 1897

TANDEM.

Straightaway Course.

Flying start, unpaced:

1m. Hulman-Ferguson, 155 1-5, Terre Haute, June 2, 1897

Standing start, unpaced:

5m. Dixon-Kraft, 10.22 4-5, San Francisco, Sept. 26, 1896
 10m. Wright-Fairley, 23.35, Colo. Springs... June 20, 1897
 15m. " " 36.42, " " "
 20m. " " 50.17, " " "
 25m. " " 1.03.40, " " "
 75m. " " 3.45.00, " " "

Standard Course.

10m. Winton-Baird, 27.05 2-5, Cleveland.....Oct. 19, 1894
 15m. Knuth-Roth, 37.02, State Line, N. Y.....Aug. 25, 1895
 25m. Wills-Cochran, 1.10.00, St. Louis.....July 14, 1895
 50m. Wright-Fairley, 2.21.10, Colo. Springs, June 20, 1897
 100m. " " 4.14.38, " " "

CENTURY AND MILEAGE RECORDS.

J. M. Nobre, Philadelphia, 253 centuries.....in 1897
 J. H. George, Philadelphia, 32,479 miles.....in 1897
 " " 39 centuries.....Oct. 1-30, 1896
 " " 3,900 miles....." "
 " " 70 centuries.....Sept. 1-Oct. 30 "
 " " 7,203 miles.....Sept. 2-Oct. 31 "


Liverpool cyclists complained of too much street-
 sprinkling. Kicked about it. Water-cart men have
 been officially told to leave a dry strip on each side
 of roadways.

IT'S DANGEROUS *The Rubber
 Spool Spins.*
 riding without a brake, and just as risky
 with an unreliable one.

FAULTLESS ROLLER BRAKES
 are swift, sure and can't hurt your tire.
 Hand Brake (complete with lever) \$2.50.
 Foot Brake, \$1.25. Coasters 25 cts. extra.
 Fits any make or model wheel.

Send to us if your dealer has n't them.

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



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

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



MONEY SAVED The L. A. W. rider can have at about half price,
 if ordered before the 18th of June, One Pair of
 the Sweetest, Coolest, Cleanest, Hygienic Grips
 made, for the End or Middle of the Handle-bar. Send money and size of
 Bar with order. Mailed by us. Send for catalogue. **PER PAIR**
 Imitation of Ivory Grips, Elastic, and prevents numbness, half price, 75c.
 Klondike Grips, brown, black, blue, yellow, green, white, gold, half price, 40c.
 Bone Fibre Grips, any color, very beautiful, half price, 38c.
 Cork Composition, best material, half price, 20c.

THE SPECIALTY SUPPLY CO., 150 Fifth Avenue, New York City,
 Manufacturers of "Barto" Self-Regulating Coupler, New Automatic Bicycle
 Balance, and Chain Lightning Lubricant.

If you want "\$100's worth of Reading Matter,"
 write for the Andrae Chainless circular.
 The Andrae Chainless has all the good features
 of the Andrae chain wheel — and a roller gear.

JULIUS ANDRAE & SONS CO.,
 Milwaukee, Wis.

A Howling Time.

"Every dog has his day,"
 Which is no more than right;
 But the dog o'er the way
 Sleeps through his, I should say,
 And then howls all the night.

WORKING FOR GOOD ROADS IN 1834.

Over sixty years ago the principles of road con-
 struction were understood and advocated in Great
 Britain. Mr. I. S. Kinch has sent us a copy of
 Chambers' *Edinburgh Journal* of January 25, 1834,
 which contains a two-column article, in fine type,
 on the subject. In it are set forth the best methods
 of procedure, essentially the same as they are re-
 cognized to-day, and the objects to be attained are
 clearly stated. The remarks on the effect of good
 roads are interesting, and will bear repeating.

"It is," says the writer, "through increased facil-
 ities of transport that subsistence is provided from
 inferior soils for an increasing population at the
 same rate of cost as originally was paid to raise
 it from the most fertile land. By the saving of time,
 and by the cheap rate at which goods and passen-
 gers are conveyed from place to place, a country
 well intersected with roads is enabled to make head
 against a general low rate of profit, and in some
 cases to over-balance, by those means, the advan-
 tages of a fruitful soil, the finest climate, and a great
 productiveness even to half-trained industry.

"In America and Spain, for example, a part of

SOLAR BICYCLE LAMPS BURN GAS

*** AND ARE ***

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



Cheaper to Buy. Price **\$4.00**

From Your Dealer or Sent Prepaid.

Cheaper to Use.

1-3c Per Hour. Does Not Require
Specially Prepared or
Package Carbide.

Simplest in Operation and Construction.

The Only Automatic and Absolutely Safe Gas Lamp.

NEVER GO OUT. 
OILY OR SMOKY.

THE White Light and Large Jewel
Side Lights Identify Them. ***

If You Have Not Seen One Lighted in Your City, Write. ONE will Sell a HUNDRED
and We Want One in Every Town. More Solars Sold than all other Gas Lamps.

BADGER BRASS MFG. CO., KENOSHA, WIS.

the crops is left to rot upon the ground, because there are no roads to remove it. In the last named country, sheep are (or were) often killed for the fleece only, and the carcass abandoned, as the expense of conveying it to any distance along the miserable ways would be greater than its value.

"We may put a case which comes closer to our fireside feelings: the cost of a ton of the best coal, at the pit's mouth—the actual value of the mere commodity—is about eleven shillings; the direct and indirect charges of (water) carriage to London are about nine shillings, or not very far short of the cost of the commodity. In stones, slates, etc., the expense of conveyance is still greater; so great, indeed, as to prevent, with our present means, their internal transport for any distance by land. Everything, therefore, connected with the improvement of roads is of the utmost importance to public and individual wealth." Of course, transportation is less now, but the principle involved remains the same.

A late Chicago device to increase speed has the driving wheel of the bicycle carried on two smaller wheels to which it imparts motion, and which run on the ground. The inventor modestly claims that forty to fifty miles an hour can be made on it as easily as fifteen to twenty on a machine of the regular pattern, and without increase of exertion.

Disc, or cup, adjusting hubs are coming into use on American wheels, but the principle is as yet gen-

erally applied only to the crank-hanger bearings. This is the proper thing to do, however, if the theory is correct that for accuracy the adjustment of all bearings should be on the stationary and not the revolving part.

"Cyclometers register by tenths because they are made in America," says the *Scottish Cyclist*. "When British instrument makers realize the trade that's in those little articles, we may hope to see sub-divisions in furlongs."



ENTRANCE TO FOREST PARK, ST. LOUIS, MO.
Photo. by Arthur E. Mooney.

TRICYCLES are said to be again popular in the vicinity of Edinburg.

The New York Consulate is about to try for a wide-tire ordinance for New York city.

SPECIAL "FOWLER" OFFER

As an extra inducement for June business **we will prepay** express charges on all orders received for '98 Fowlers during the month.

You Incur No Risk.

If wheel is not exactly as represented, you get your money back. No back talk. Just your money.

Send along your order with \$2.00, and we can make almost immediate shipment of any style wheel.

Remember Your Choice :

{ Any Saddle.
" Tire.
" Gear.
" Color.

HOW TO ORDER

Fill out order blank and enclose \$2.00, upon receipt of which we will ship wheel C. O. D., with full examination privileges, accompanied by your original order. If wheel is not exactly as ordered we instruct express agents to return same to us at once and we refund you your money.

HIGHEST QUALITY.

We use the famous "Baldwin" chain, "Fauber" one-piece crank-shaft, and **everything best**, and only **\$43.50** delivered to your own city without extra charge.

Frost Gear Case costs \$5.00 extra.
New Departure Rear Hub Brake costs \$1.00 extra.

SEND FOR CATALOG.

FOWLER CYCLE WORKS, 136 W. Washington St., Chicago.

"EB. SMALL'S PREACHIN'."

JOE LINCOLN.



IF DEATH is jest the end, and settles us fer keeps,
If when a feller dies it's same as when he sleeps,
If this world's all there is fer me and every man,
Still, seems ter me, we ought ter do the best we can;
We'd ought ter try as hard, we'd ought ter climb as high
As if we'd be repaid all through the by and by;

We'd ought ter strive fer good, if life be but a whiff, —
I ain't a-sayin' 'tis, I'm only sayin' "if."

If when we die we go ter "Mansions of the Blest,"
Where all is perfect peace and Paradise and rest,
If this world's jest a vale of sorrer and of strife
Ter fit us fer the next, the higher, better life,
Why, still it seems ter me, as long's we're here at all,
We must be here ter work, not loaf until the call,
Though through the grave we gain our seat on Heaven's cliff, —

I don't say as we do, I'm only sayin' "if."

If life is all, why then, be thankful you're alive,
And set your aim on high and do and dare and strive;
If Heaven comes beyond, be manful-like and brave,
And make your Heaven shine a bit this side the grave;
Don't set around and fret about what's goin' ter be,
But make your life a light fer other men ter see;
No matter, gleamin' robes or grave-clothes cold and stiff —
I don't say which it is — I'm only sayin' "if."

WHISKEY straights make men go crooked.

The Holman cycle-path, St. Louis, was dedicated on Decoration Day with races between employees of the City Hall and Water Department, trick riding, and a handicap race open to all St. Louis amateurs.

The baseball's way behind this Spring,
The cannonball is now the thing.

Bicycles and tricycles are both used by the German post-office department.

It was a New Jersey sailor who refused to serve in the "Mosquito Fleet."

"Come, brace up and get a gate on!" said the farmer to the fence.

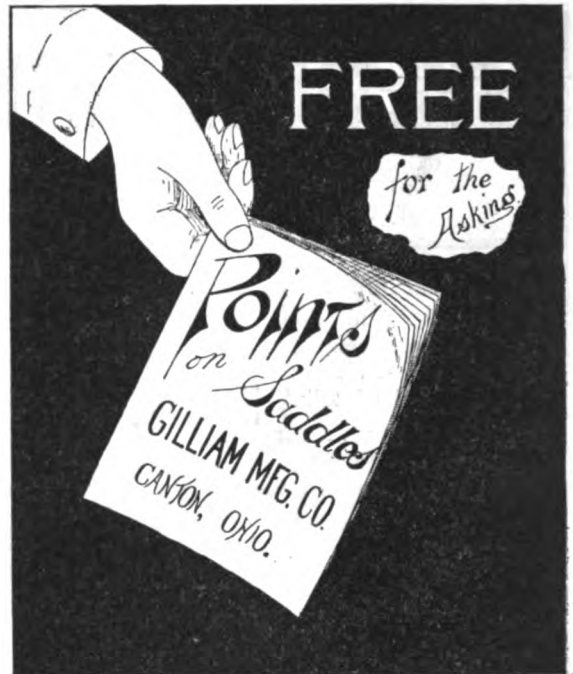
An engagement ring we understand,
Shows that a wedding is on hand.

THERE are some spectacles that can never be forgotten, but they are not the ones worn by absent-minded old ladies.

An English paper asserts that four-sevenths of the population use cycles.

The alcoholic habit, if we diagnose it right,
Is an appetite for liquor, with the accent on the "tight."

FAST vessels make the Spanish fleet.

IRVINGTON-MILBURN.**Double Triumph for
League
Tires...****First Place,****John McCarthy, Jr., on a Lyndhurst.****First Time—1.10:50,****R. M. Alexander, on a Peerless.****Both riding "Get There and Get Back" Tires.****NEW YORK BELTING & PACKING CO. LTD.****25 Park Place, New York.****OUR No. 68 WOOD-BASE ROAD SADDLE, \$3.00.****Until Aug. 1st, express prepaid, 40 per cent. off, or \$1.80.****WE GUARANTEE OUR GOODS.****HOW CYCLES ARE BUILT.**

All persons or companies whose business it is to build bicycles are usually included under the general term "manufacturers." The differences in their methods of work, however, are such that they may be somewhat broadly divided into three classes, according to the relative amount of work that is done on their machines in their own factories.

The first class would be those who actually produce every part of the machine under their own roof. The number of such concerns is very limited, as it is too expensive to fit up distinct and complete plants for the production of each special part required in a cycle, simply for the output of one manufacturer, unless his requirements are extraordinary. Few makers have undertaken to do so, but have preferred to procure tires and other parts from houses which make a specialty of them.

The second class would comprise the bulk of the older and better makers who purchase, in the raw, tubing for frames, forks and bars, and build these parts according to their own special designs; who turn their hubs, cups and cones from solid bars, and their bottom brackets and connections from the rough forgings; who finish their cranks and mill their sprockets; who build up their wheels, and in many other ways do the vital work that is to impart worth, character and individuality to their machines. As a rule, they buy complete, from standard makers of special parts, their tires, rims, spokes, chains,

balls, pedals, saddles, and tool-bags, though some makers themselves manufacture different ones of these articles, and the forgings or stampings used are made for them according to their own designs.

The third class would include those who purchase all, or nearly all, of the parts of the machine, in a more or less fully completed condition, from the houses which make a specialty of supplying them, and, after doing such finishing as may be required, assemble the machines and sell them either with or without a name. These wheels are of the "ready-made" order, and may be built of good or poor parts as the "maker" may elect, for an abundance of both may be had. If intelligently constructed of the best class of parts, reliable bicycles can be produced; but, if made up only to sell, and from the cheaper parts, only rubbish of the poorest class may result.

As a rule, the best wheels are produced by makers of the first and second classes, though some of the parts supplied by specialists to those who want them are equal to any made. But, even with everything of the best, old houses sometimes bring out patterns that are faulty in design, or in some detail of construction, while "assemblers" sometimes produce models that are not surpassed by specially-built machines. Altogether, bicycle building is an intricate, perplexing and difficult operation, and requires much tact, skill and practical experience in the use of the wheel.

\$10⁰⁰ FOR OPINIONS

SEE PROPOSITION BELOW.

WINNERS FOR MAY 13, 1898.

First.—JOHN A. KERSHAW, Danbury, Ct.

Second.—C. LOUIS LUTZ, Philadelphia, Pa.

Third.—ARDIN L. HAMILTON, Berlin, Wis.

One step won't take you very far, —
 You've got to keep on walking;
 One word won't tell folks what you are, —
 You've got to keep on talking;
 One inch won't make you very tall, —
 You've got to keep on growing;
 One little "ad." won't do it all, —
 You've got to keep 'em going.

D. L. Moody, the evangelist, says that one day, while Mr. Sankey and himself were holding meetings in Chicago, they were greatly annoyed on seeing a man engaged in pasting small "dodgers" on the side of the Tabernacle.

Some kind of "pain killer" was what the "posters" were intended to advertise, and Mr. Moody thought them not only out of place on the Tabernacle walls, but, being a remarkably sound man himself, "pain killer" struck him as being a superfluity.

The next day he was forced to observe that nearly every curbstone and other available space in the city had been decorated to correspond with the building wherein Moody and Sankey were nightly engaged in trying to show Chicago sinners the way to the "fire escape."

"In fact," said Mr. Moody, "I could hardly go a rod without being confronted by that obtrusive and, to me, unnecessary announcement that So-and-So's Pain Killer was the best."

Finally he was "doubled up" (excuse the technicality) with a regular green-apple colic, when, presto! his mind at once turned back to the remedy whose name had stared him in the face in such an unwelcome manner, at a time when its usefulness was not apparent to him.

He sent for a bottle of the stuff, and it cured him.

Of course Mr. Moody does n't exactly use the story to illustrate the advantages of advertising, but we are taking that liberty.

This is one of several million instances which go to show that advertising should be so built as to not only interest the customer who already wants goods of the class advertised, but to impress the minds of others to the extent that they may, in some future hour of need, recall the impression made by the advertisement of to-day.

The Tongues of Type.

If you have goods and wish to sell 'em
 To common folks, why don't you tell 'em?
 And the proper way to go about it
 'S t' let some first-class paper shout it.

The wisest advertisement writer is the one who keeps constantly in mind the probable effect his words will have on the particular readers for whom they are intended.

How would you *talk to* a man to make him buy goods? A good salesman ought to be a good advertisement writer.

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,
 June 3. 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 17) checks for \$5.00, \$3.00 and \$2.00, as above.



A SUSPICIOUS MUSE.

NIXON WATERMAN.

OH, JUNE! Some pretty things I've said,
 In summers long gone by,
 About your roses warm and red,
 Your dreamy, azure sky;
 But every time I've printed stuff —
 "Sweet day, so calm, so cool" —
 You've made the weather bleak enough
 To shrivel up a mule.

I really do not think it right
 Your praises thus to sing, —
 "Sweet day, so calm, so cool, so bright," —
 And all that sort of thing,
 And then have rain for weeks, the while
 The neighbors at me scoff,
 Or don a faded, fiendish smile
 And slyly pipe me off.

So, this year, I'm a little shy
 Regarding what I say;
 I'll wait until you've wandered by
 Before I sing my lay.
 A song of beauty you shall get,
 If such you chance to earn;
 But if you're bleak and cold and wet,
 I'll roast you to a turn.

HOW TO TELL A HIRED WHEEL.

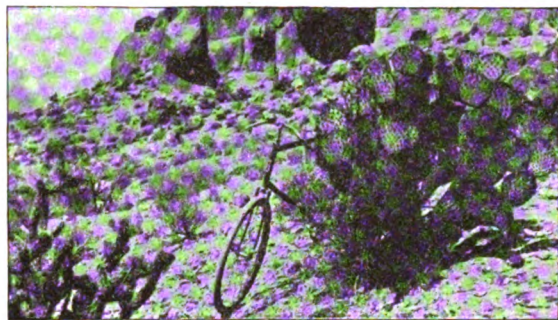
The sort of wheel that is sometimes kept for rental purposes is not inaptly described by W. N. Harris, in *Cycling*. He says when you see a man with "one make of tire in front and another behind, one rim yellow and the other blue; when you observe at every step nuts dropping off, you will recognize the variety. Also, observe the chain, caked with effete oil, and very probably the wheel sings a comic song, in some key, as it goes; also the man



CYCLERS' SNAP SHOTS. — THE RIVER DRIVE, FAIRMOUNT PARK.
 Photo. by R. T. Jeffcott, Darby, Pa.

wobbles. There is no other word for it; it is a wobble; front wheel wiggles out of cussedness; rear wheel, which feels responsible, tries to wiggle

the same way at same time, and then, finding that the front wheel has suddenly and without notice wiggled the other way, gets mad and fiercely en-



CYCLERS' SNAP SHOTS. — CROSSING THE WALAPAI MOUNTAINS IN ARIZONA.
 Photo. by H. E. VanDuyne, Kingman, Arizona.

deavors to wiggle two ways at once. This is why the rear wheel on a hired bike does not run true. Of course a man feels nervous on a cheap hired wheel.

He recognizes that under the enamel the hired wheel is a fiend, with no conscience or fine feelings, and he knows that when he tries to turn the front wheel on a hired bike to avoid a brick, the little sprite in the tubing will head it right for the brick. Also, I may say, a hired wheel makes two tracks in the dust, about half an inch apart."

[N. B. — The "livery man" who really under-

stands business always keeps good wheels. — ED.]

Miss "Teddy" Bean acted as judge of the Cook County Cyclists' Association's annual road race at Chicago, this year.

Vienna is delighted over the fact that a monkey in its Zoo can ride a bicycle. Pshaw! There are many such in America.

In Dundee, Scotland, recently, a young lady cyclist ran her wheel against a cart horse and felled him to the earth, while she came out of it scot-free. There's no use in trying to deny the fact that these "new women" are a power in the land.

The Touring Committee of one of New York's popular cycle clubs, in publishing its club runs for June, says to the ladies, "The Committee requests that no unnecessary remarks be made to strangers." Why, why! What does this mean? Can it be possible that Ruth Ashmore is a member of that committee? It certainly reads like it.



SOWING THE SEED.

A dozen years ago, when the good roads agitation was started, and the early workers began to sow the seed that they hoped would bring forth fruit a hundred fold, they had the experience that always falls to the lot of the sower — some seed fell upon good ground; some fell where there was little depth of earth; some fell among thorns, and others by the wayside.

It was not expected that all seed could be sown on good land, nor that all which should be sown would spring up to bear fruit. In such an undertaking it was more than ever necessary to follow the example which Nature sets, and sow with wanton bounty, in order that here and there some might take root. In Nature's economy, provision to guard against loss and prevent failure is made with a lavish hand, and thousands of blossoms and seeds are blown hither and thither to every one that rests in good soil and germinates.

It was thus with the doctrine of better roads. When that gospel began to be preached it fell upon a few willing ears; some received it with joy and profited by it. Many more who heard it were heedless and indifferent; they listened, were interested for the moment, and then forgot it all. Then there were many more who would not hear, or who, hearing, would not understand. Lastly, there were those who rebelled at the doctrine, who antagonized it, who controverted it, and who sought in every way to refute it.

Nevertheless, the gospel of good roads continued to be preached with unremitting zeal until everyone had heard, or had the opportunity to hear, it. Into many sections of the country it penetrated slowly, and the receptivity of mind of those who heard it varied widely. The majority aroused themselves but slowly to a realization of its truths. It was "line upon line, precept upon precept, here a little and there a little" — the same truth repeated and reiterated in a thousand ways.

At first a consideration of the objects and advantages of permanent highways is relied upon to arouse interest and show what can be gained by instituting a course of improvements. This part of the subject may be handled in a thousand ways, and be repeated o'er and o'er. It is a preliminary and all-

important step. When interest is aroused, an investigation of the conditions that actually obtain reveals much that is surprising, and the character of improvements that should be made then suggests itself. Then follows a comparison of methods of construction and systems of care and repair, together with the cost of the same and, finally, an examination of the "ways and means," or the most just and equitable manner of apportioning the expense.

The work is all new to our country, and experience elsewhere can only serve as a partial guide — to a large extent we must work out the problem for ourselves. This requires time and patience and no little experiment. It needs courage and determination, and, as the work moves on step by step, it must continue that persistent agitation of every phase of the subject by which alone its importance can be brought home to everyone.

MILITARY ROADS FOR CUBA.

It is understood that Gen. Stone, director of the Road Inquiry Bureau of the Department of Agriculture, is to go to Cuba with the invading army in order to construct military roads there to facilitate the occupation of the island by our army. Complete outfits of road-making machinery are expected to be taken and the work pushed with all speed. In considering the matter, the *Chicago Record* says that Gen. Stone "reviewed with Gen. Miles the conditions to be anticipated in Cuba during the rainy season, when the rough roads there will be rendered impassable, and the ease with which good roads can be constructed by the use of improved machinery. He pointed out with effect the strategic advantages which would have been gained by the union armies during the war if facilities for constructing good roads had been available and if military operations had not depended in so large a measure upon the elements. He recalled several instances where decided progress would have been made had the armies constructed roads instead of waiting in camp for the sun and wind to dry the mud and make the rough country passable. Gen. Stone believes that the roads that he will construct will not only materially aid the movement of the armies, but that they will remain a permanent improvement to be enjoyed by the people of Cuba after peace is restored."

NEED WIDER TIRES HERE.

The town of Rockport, Me., has voted to exempt from taxation teams using wide tires, and it has been suggested that they could afford to pay a portion of the expense of new wheels. At present, nearly thirty teams are hauling loads of three to five tons of lime rock, and are ruining the roads they use with their narrow tires.

It was said by G. P. Healy that he who is suited with existing roads because they suited his fathers, might as well believe in witches because his great-grandfathers feared them.

PRACTICAL ROAD BUILDING.

The following practical suggestions, from the *Municipal World*, concisely explain the principles of road construction, dealing especially with the formation and care of gravel roads.

1. Every good road has two essential features: (a) A thoroughly dry foundation. (b) A smooth, hard, waterproof surface covering.

2. The foundation is the natural subsoil "the dirt road," which must be kept dry by good drainage.

3. The surface covering is generally a coating of gravel or broken stone, which should be put on the road in such a way that it will not, in wet weather, be churned up and mixed with the earth beneath. That is, it should form a distinct coating.

4. To accomplish this, (a) The gravel or stone should contain very little sand or clay — it should be clean. (b) The road must be crowned or rounded in the centre so as to shed the water to the open drains. (c) Ruts must not be allowed to form, as they prevent water passing to the open drains. (d) The open drains must have a sufficient fall and free outlet, so that the water will not stand in them but will be carried away immediately. (e) Tile underdrains should be laid wherever the open drains are not sufficient and the ground has a moist or wet appearance, with a tendency to absorb the gravel and rut readily. By this means the foundation is made dry.

5. Do not leave the gravel or stone just as it drops from the wagon, but spread it so that travel will at once pass over and consolidate it before the fall rains.

6. Keep the road metal raked or scraped into the wheel or horse tracks until consolidated.

7. Grade and crown the road before putting on gravel or stone.

8. If a grading machine is available, grade the roads which you intend to gravel before the time of statute labor, and use the statute labor as far as possible in drawing gravel.

9. A fair crown for gravel roads on level ground is one inch of rise to each foot of width from the side to the centre.

10. The roads on hills should have a greater crown than on level ground, otherwise the water will follow the wheel tracks and create deep ruts instead of passing to the side drains. One and one half inches to the foot from the side to centre will be sufficient.

11. Repair old gravel roads which have a hard centre but too little crown and high, square shoulders, by cutting off the shoulders, turning the material outward and placing new gravel or stone in the centre. Do not cover the old gravel foundation with the mixture of earth, sod and fine gravel of which the shoulders are composed. The shoulders can be most easily cut off by means of a grading machine.

12. A width of twenty-four feet between ditches will meet most conditions, with the central eight feet graveled.

13. Wherever water stands on the roadway or by the roadside or wherever the ground remains moist or is swampy in spring and fall, better drainage is needed.

14. Look over the road under your charge after heavy rains and during spring freshets. The work of a few minutes in freeing drains from obstruction or diverting a current of water into a proper channel may become the work of days if neglected.

15. Surface water should be disposed of in small quantities; great accumulations are hard to handle and are destructive. Obtain outlets into natural watercourses as often as possible.

16. Instead of having deep, open ditches to underdrain the road and dry the foundation, use tile.

17. Give culverts a good fall and free outlet so that water will not freeze in them.

18. In taking gravel from the pit, see that precautions are taken to draw only clean material. Do not let the face of the pit be scraped down, mixing clay, sand and turf with good gravel. There is a tendency to draw dirty gravel, as it is easier to handle.

19. Gravel which retains a perpendicular face in the pit in the spring, and shows no trace of slipping, is generally fit for use on the road without treatment. Dirty gravel should be screened.

20. Plan and lay out the work before calling out the men.

21. When preparing plans keep the work of succeeding years in view.

22. Call out for each day only such a number of men and teams as can be properly directed.

23. In laying out the work, estimate on a full day's work from each man and see that it is performed. Specify the number of loads of gravel to constitute a day's work. Every wagon box should hold a quarter of a cord.

24. Make all returns clearly, showing who have done their work and who have not.

25. Make early arrangements for having on the ground when required, and in good repair, all implements and tools to be used in the performance of statute labor.

26. Do all work with a view to permanence and durability.

The length of the public highways of this country is said to be 1,500,000 miles. The amount of freight hauled over them in one year is estimated at 500,000,000 tons, and the cost of carting it \$1,000,000,000, but with really good roads this item could be reduced over one-half.

Wide tires preserve good roads, improve poor ones and remove ruts. They are made more efficient by having the rear axle of the wagon longer than the forward one.

Rhode Island wheelmen intend to have the wide tire law of their State enforced. They are having it published and are calling attention to it.

League of American Wheelmen

... Official Department ...

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Trust Bldg., St. Louis. Secretary-Treasurer, Louis
Rosen, 411 Union Trust Bldg., St. Louis.

MONTANA. Chief Consul, James A. Shoemaker,
Box 1167, Helena. Secretary-Treasurer, Lewis Pen-
well, Helena.

NEBRASKA. Chief Consul, D. J. O'Brien, 703 So.
13th St., Omaha. Secretary-Treasurer, Dr. F. C. Allen,
507 Court St., Beatrice.

NEW HAMPSHIRE. Chief Consul, G. H. Phinney,
Hanover St., Manchester. Secretary-Treasurer, Robert
T. Kingsbury, Keene.

NEW JERSEY. Chief Consul, C. Frank Kireker, 148
Ellison St., Paterson. Secretary-Treasurer, J. C.
Tattersall, Box 329, Trenton.

NEW MEXICO. Chief Consul, Eugene Randolph,
Cerrillos.

NEW YORK. Chief Consul, Walter S. Jenkins,
Mooney-Brisbane Bldg., Buffalo. Secretary-Treasurer,
W. S. Bull. Office of the division, Vanderbilt Bldg.,
New York, N. Y.

NORTH CALIFORNIA. Chief Consul, George H.
Strong, 220 Market St., San Francisco. Secretary-
Treasurer, Herbert Houser, 1423A Bush St., San Fran-
cisco.

NORTH CAROLINA. Chief Consul, James G. Hol-
lingsworth, Fayetteville. Secretary-Treasurer, E. L.
Reinsburg, Fayetteville.

NORTH DAKOTA. Chief Consul, Marcus W. Barnes,
Valley City.

OHIO. Chief Consul, Dr. William D. Kempton, 19
E. Ninth St., Cincinnati. Secretary-Treasurer, Willis
C. Munro, 2143 Grand St., W. H., Cincinnati.

OREGON. Chief Consul, A. B. McAlpin, Portland.
Secretary-Treasurer, Don G. Woodward, Box 78, Port-
land.

PENNSYLVANIA. Chief Consul, Samuel A. Boyle,
654 City Hall, Philadelphia. Secretary-Treasurer, P.
S. Collins. Division Office, 668 The Bourse, Phila-
delphia.

RHODE ISLAND. Chief Consul, George L. Cooke,
Box 1101, Providence. Secretary-Treasurer, Samuel H.
Gibbs, 288 Westminster St., Providence.

SOUTH CALIFORNIA. Chief Consul, C. C. Mon-
aghan, 418 Bradbury Bldg., Los Angeles. Secretary-
Treasurer, E. A. Woodard, Box 265, San Diego.

SOUTH CAROLINA. Chief Consul, H. M. Fisher, 48
Rutledge Ave., Charleston. Secretary-Treasurer, Jo-
seph F. Walker, 247 King St., Charleston.

SOUTH DAKOTA. Chief Consul, Matthew Flynn,
Fort Meade. Secretary-Treasurer, John O'Brien, Fort
Meade.

TENNESSEE. Chief Consul, Charles J. Scherer, 221
Main St., Memphis. Secretary-Treasurer, Henry Hot-
ter, Cotton Exchange, Memphis.

TEXAS. Chief Consul, R. K. Earnest, Aultman,
Miller & Co., Dallas. Secretary-Treasurer, J. E.
Pitts, Cleburne.

UTAH. Chief Consul, C. N. Butler, Box 884, Salt
Lake City.

VERMONT. Chief Consul, B. C. Rogers, Burlington.
Secretary-Treasurer, G. W. Grandy, Burlington.

VIRGINIA. Chief Consul, W. C. Mercer, 510 East
Main St., Richmond. Secretary-Treasurer, L. W.
Ryland, 713 East Main St., Richmond.

WASHINGTON. Chief Consul, E. Irving Halsted,
102 So. 10th St., Tacoma. Secretary-Treasurer, A. F.
Tourville, 1823 23d Ave., Seattle.

WEST VIRGINIA. Chief Consul, Charles H. Gieger,
1010 Main St., Wheeling. Secretary-Treasurer, W. H.
Boughner, 1008 Main St., Wheeling.

WISCONSIN. Chief Consul, M. C. Rotier, McGeoch
Bldg., Milwaukee. Secretary-Treasurer, Sam. J. Ryan,
Appleton.

FOREIGN MARSHAL. Joseph Pennell, care J. S.
Morgan & Co., 22 Old Broad St., London, E. C.

The Renewal Season
is now open.

RENEW AT ONCE.

"Bulletin" will be stopped at date of
expiration.

RENEWAL BLANK.

ABBOT BASSETT, Secretary L. A. W., 530 Atlantic Avenue, Boston.

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

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

Name.....

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

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

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

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

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary L. A. W., 530 Atlantic Avenue, Boston:

DEAR SIR:—Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation
fee in the L. A. W., seventy-five cents for one year's dues, and the remaining twenty-five cents I hereby
authorize and direct you to pay to the publisher of the L. A. W. BULLETIN AND GOOD ROADS, and re-
quest that he enter my name as a subscriber under the provisions of Articles III and VII of the
L. A. W. constitution.

I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution,
and refer to two League members (or three other reputable citizens) named below.

Name.....

Street or Box.....

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

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

Write Plainly on Blanks.

Printing Preferred.

Remit by P. O. Money Order.

RENEWAL LIST NO. 21.

Including renewals from May 23-27 inclusive.

Alabama	New Jersey	30
Arizona	New Mexico	
Arkansas	New York	494
Colorado	11 North California	4
Connecticut	25 North Carolina	
Delaware	10 North Dakota	
District Columbia	5 Ohio	70
Florida	2 Oklahoma	
Georgia	1 Oregon	1
Idaho	Pennsylvania	421
Illinois	36 Rhode Island	55
Indiana	24 South California	6
Iowa	14 South Carolina	6
Kansas	3 South Dakota	
Kentucky	2 Tennessee	7
Louisiana	1 Texas	2
Maine	13 Utah	1
Maryland	21 Vermont	2
Massachusetts	342 Virginia	
Michigan	28 Washington	1
Minnesota	5 West Virginia	
Mississippi	Wisconsin	74
Missouri	28 Wyoming	
Montana	4 Canada	
Nebraska	8 Foreign	2
Nevada	Mexico	
New Hampshire	53 Indian Territory	1,813

ILLINOIS DIVISION.

LEAGUE HOTELS.

Town.	Hotel.	Regular Rate.	L. A. W.
Aurora,—Hotel Bishop	\$1 80.....	p. c. disc.
Amboy,—Keefe House	2 00.....	25 "
Alton,—Hotel Madison	\$2 00-2 50.....	10 "
Bloomington,—New Hotel		
	Folsom	2 00-2 50.....	10 "
Braidwood,—Commercial	2 00.....	25 "
Bement,—Vendome	2 00.....	50 "
Belvidere,—The Julian	2 00.....	\$1 50 a day.
Cambridge,—Martin Ho'se	2 00.....	25 p. c. disc.
Canton,—Churchill House	2 00.....	15 "
Chandlerville,—Taylor House	2 00.....	25 "
Chillicothe,—Hotel Allen	1 50.....	15 "
Compton,—Compton House	1 50.....	\$1 00 a day.
Dwight,—Pennsylvania House	1 25.....	1 00 a day.
Danville,—Plaza Hotel	2 00.....	
Decatur,—St. Nicholas	2 00-2 50.....	25 p. c. disc.
E. St. Louis,—Tuttle House	2 00.....	30 "
Elmwood,—Cone's Hotel	1 40.....	10 "
Elmhurst,—Fisher's Restaurant	1 00.....	20 "
Enfield,—Wood's Hotel	2 00.....	50 "
Erie,—St. Kenneth	2 00.....	50 "
Fulton,—Hotel Mathews	2 00.....	25 "
Fairfield,—Lang	2 00.....	
Galesburg,—Brown's Hotel	2 00.....	
Geneseo,—Geneseo House	2 00.....	30 p. c. disc.
Golden,—Hotel Brunson	2 00.....	50 "
Galena,—De Soto	2 00.....	20 "
Hebron,—Hyde House	1 50.....	\$1 00 a day.
Higland,—Eagle Hotel	2 00.....	1 00 a day.
Joliet,—Palmer House	2 00.....	20 p. c. disc.
Knoxville,—Hotel Burnside	1 00.....	10 "
Kankakee,—Commercial Hotel	2 00.....	\$1 50 a day.
Libertyville,—Libertyville Hotel	1 50.....	10 "
Lacon,—Thomas House	2 00.....	20 "
La Grange,—Fifth Avenue Hotel	1 50.....	20 "
La Moille,—Clarke House	1 00.....	10 "
Mt. Pulaski,—Hotel Jumer	2 00.....	30 "
Maquon,—Tremont Hotel	1 00.....	10 "
Mendota,—Pohl's Hotel	1 50.....	25 "
Mason City,—Commercial Hotel	2 00.....	10 "
Millington,—Wilson's Hotel	1 00.....	
Monmouth,—Columbia House	1 50.....	\$1 00 a day.
Minonk,—Woodford	2 00.....	20 p. c. disc.
Oregon,—Sinnissippi House	1 50.....	
Princeton,—Hotel Powell	2 00.....	25 p. c. disc.
Polo,—Exchange	2 00.....	10 "
Palatine,—Wilson House	1 00.....	10 "
Paxton,—The Middlecoff	2 00.....	
Pana,—Maxfield Hotel	2 00.....	30 "
Quincy,—Tremont House	2 50-3 00.....	50 c. rebate.
Red Bud,—Hotel Buettner	2 00.....	50 p. c. disc.
Robinson,—The Grace Hotel	2 00.....	
Roseville,—Union	1 00.....	
Sparta,—Randolph	2 00.....	20 p. c. disc.
Table Grove,—Hammer House	2 00.....	
Toluca,—Fay	2 00.....	20 p. c. disc.
Vermilion,—Newcomb House	1 00.....	
Urbana,—Columbia Hotel	2 00.....	25 p. c. disc.
Winnetka,—Winnetka Inn	2 00.....	10 "
Waukegan,—Hotel Washburn	2 00.....	

NEW JERSEY DIVISION.

The semi-annual meeting of the Board of Officers, New Jersey Division, L. A. W., will be held on Thursday evening, July 14th, at the Central Restaurant Parlor, Broad st., Newark, N. J., at 6 P. M.

The annual meeting of the New Jersey Division, L. A. W., will be held on Thursday evening, July 14th, at Central Restaurant Parlor, Broad st., Newark, N. J., at 8 P. M.

JAMES C. TATTERSALL, Sec.-Treas.

VIRGINIA DIVISION.

1898 APPOINTMENTS.

Local Consuls.

Alexandria, Wythe White. Bedford City, O. C. Bell. Blacksburg, A. H. Apperson. Charlottesville, H. A. George. Hampton, Walter H. Burke. Norfolk, C. W. O'Neill. Marion, A. T. Lincoln. Richmond, Walter C. Mercer. Strasburg, D. L. Eberly. Staunton, F. R. Webb. Roanoke, H. L. Cheatham. Leesburg, H. A. Thompson. Woodstock, N. B. Schmitt. Warrenton, D. Turner Day. Farmville, Chas. F. Bugg. Petersburg, W. B. Stevens. Crewe, J. A. Gleason. Arlington, W. P. Varney. Accomac C. H., Wm. P. Bell. East Radford, W. W. Darnell. Salem, John N. Hamilton. Newport News, Fred G. Kipper. Winchester, J. Frank Eddy.

Hotels.

Winchester, Taylor, Norfolk, Atlantic. Front Royal, Afton Inn. Strasburg, Chalybeate Springs, Massanutten. Hampton, Barnes. Staunton, Virginia. Bedford City, Windsor. Blacksburg, Blacksburg Inn. Accomac C. H., Doughty. Marion, Holston. Roanoke, Ponce de Leon. Newport News, Warwick. Charlottesville, Gleason. Leesburg, Leesburg Inn. Alexandria, Fleischmann. Woodstock, Geary. Richmond, Ford's. Arlington Bridge, Applidion Inn. Lexington, Irving. Harrisonburg, Revere. New Market, Central.

Rates made known on application.

Repair-Shops.

Winchester, S. Brook Baker. Norfolk, A. A. O'Neill & Bro. Portsmouth, G. M. Reynolds & Co. Staunton, C. C. Berry. Blacksburg, C. Lee. Accomac C. H., H. L. Lilliston. Marion, W. V. Birchfield. Roanoke, The Roanoke Cycle Co. Newport News, Newport News Cycle Co. Charlottesville, C. B. McKennedy. Alexandria, George Ayres. Woodstock, N. B. Schmitt. Richmond, W. C. Pond Cycle Works. Harrisonburg, R. W. Bradford. Bedford City, L. W. Blankinship.

Rates made known on application.

RACING BOARD.

Charlottesville.....H. A. George, Chairman.
Staunton.....C. C. Berry
Richmond.....Walter C. Mercer
Roanoke.....H. L. Cheatham

We are offering a very attractive line of premiums for new members. Write for particulars and recruiting literature.

L. W. RYLAND, Sec.-Treas.

NEW YORK STATE DIVISION.

AMENDMENT.

I hereby give notice that I will offer the following amendment to Article 1, Section 1, of the By-Laws of the New York State Division, at the semi-annual meeting of the Board of Officers of the New York State Division, to be held in New York city, on Saturday, June 18th, 1898.

JOHN F. CLARK.

Amend Article 3, Section 1, to read as follows: "The membership in this division shall consist of cyclists resident within this State, and eligible under Article 3, of the Constitution; there shall also be a Junior Membership to consist of persons between the ages of 12 and 18 years, who are eligible under Article 3, of the Constitution."

MAY 25, 1898.

NEW YORK STATE DIVISION.

AMENDMENT TO BY-LAWS.

I hereby give notice that I will offer the following amendment to the By-Laws of the New York State Division, at the semi-annual meeting of the Board of Officers, to be held in New York city, on Saturday, June 18th, 1898.

M. M. BELDING, JR.

Amend Article 5, Section 7, by inserting the following sentence after the ending of the second sentence: "Provided, however, that the names of all candidates regularly nominated shall be printed in a column separate from those of candidates regularly certified, and these separate columns shall be appropriately designated by the words 'nominated,' 'certified' printed at the top of the respective columns."

MAY 25, 1898.

NEW YORK STATE DIVISION.

AMENDMENT TO BY-LAWS.

I hereby give notice that I will offer the following amendment to the By-Laws of the New York State Division, at the semi-annual meeting of the Board of Officers of the New York State Division, on Saturday, June 18th, 1898.

Renumber Article 8, making it Article 9. Insert new Article 8, to provide for an official insignia or badges for the members and various officers of the division," as follows:

ARTICLE 8.

Section 1 (a). The emblem or badge of the New York State Division shall be the emblem or badge of the L. A. W., encircled or surrounded by a band or ribbon with the words "New York State Division."

(b). The emblem of the officials of the New York State Division shall be such as are established by the Executive Committee.

M. M. BELDING, JR.

MAY 25, 1898.

NEW YORK STATE DIVISION.

AMENDMENT.

I hereby give notice that I will offer the following amendments to the By-Laws of the New York State Division, at the semi-annual meeting of the Board of Officers, to be held in New York city, on Saturday, June 18th, 1898.

JOHN F. CLARK.

Amend Article 2, Section 2, as follows:

"Special meetings may be called by the Executive Committee. Upon the written request of not less than twenty members of the Board of Officers, which shall include two signers from each election district, the Chief Consul shall call special meetings."

Amend Article 8, by adding "or special meeting, called for that purpose," after the word "meeting" at the end of the second line.

MAY 26, 1898.

MICHIGAN DIVISION.

The following is the list of towns in Michigan having ten or more members and the increase since April 15, 1898.

Town.	Members.	Increase.
Ann Arbor,	107	4
Adrian,	24	4
Bay City,	101	7
Battle Creek,	102	7
Benton Harbor,	21	2
Charlotte,	29	0
Cadillac,	40	2
Clinton,	11	0
Coldwater,	11	2
Detroit,	726	68
Escanaba,	73	3
Flint,	41	2
Grand Rapids,	185	10
Hillsdale,	12	1
Jackson,	66	3
Kalamazoo,	113	10
Lansing,	18	1
Ludington,	13	1
Muskegon,	12	1
Morenci,	19	2
Marquette,	18	8
Midland,	11	1
Port Huron,	33	4
Saginaw,	20	2
Sault Ste Marie,	25	0
St. Joseph,	24	0
Sebewaing,	15	1
Three Rivers,	10	0
Ypsilanti,	10	0
W. Bay City,	60	2
Ypsilanti,	85	7

Michigan is keeping up with the procession and is in the front rank. United action wins every time. One member each will be a small chore. If you have no recruiting literature, drop me a line. We must have 3,000 by August 1. We will have them if each member gets a new member.

LEO A. CARO, Sec.-Treas.

GRAND RAPIDS, MICH., May 24, 1898.

OHIO DIVISION.

When Dewey Fired he could see the effect of his shots, but your Chief Consul has been firing away at you for a year and a half and cannot see the effect of his fusillade. We have only received 128 new members this month as compared with 262 in May, 1897. Do you want to see Ohio, who was so prompt in sending her volunteers to the army, fall back in her L. A. W. membership? Now is the time to get recruits. Don't wait for your consul, but get them yourself and get them soon!

WILLIAM D. KEMPTON, Chief Consul.

MAY 27, 1898.

MICHIGAN DIVISION.

REPAIR SHOPS.

We have secured another benefit for the L. A. W. members of this state by arranging with reliable repair men to give a discount of 10 per cent. on repairs and on sundries where the amount is \$1.00 or over. The following is a list of the official repair shops as arranged for up to date:—

L. K. Edwards.....	Escanaba
Rhodes & Co.....	Kalamazoo
Battle Creek Cycle Co.....	Battle Creek
Chas. H. Holliston.....	Lapeer
John S. Newburg.....	Romeo
J. H. Fenner.....	Bay City
Thos R. Watkins.....	Port Huron
F. H. Hoard & Co.....	Trenton
Ruppert Cycle Co.....	Marquette
F. D. Phelps.....	Sebewaing
Jasper Elliott.....	New Haven
H. F. Marshall.....	Northville
Glover & Ferrin.....	Corunna
G. W. Belun.....	Mt. Clemens
Michigan S. M. & Organ Co.....	Pontiac
Chas. H. Bartholomew.....	Owosso
Cross & Felton.....	Tecumseh
	Lansing

Fred C. Raider.....Fremont
J. E. Burk & Son.....Vassar
T. Frank Ireland.....Belding
John H. Bare.....Charlotte
John Challis.....South Lyon
Allen Crawford & Son.....Springport
J. A. Hunt.....779 Woodward ave., Detroit
Benton Harbor Bicycle Works.
Benton Harbor
Chas. E. Samson.....Ypsilanti
J. L. Hixson & Son.....Ypsilanti
Fred J. Biermann.....Ann Arbor
Walter M. Beach.....Jackson

The following are also recommended as headquarters for the L. A. W.:

Flint Buggy Co.....Flint
August Petander.....Traverse City
Leon W. Green.....Brooklyn
Miller & Ireland.....Niles
W. L. Marble.....Gladstone
Edward McClain.....Dexter
Wm. Farnsworth.....Wyandotte
Charles E. Hopkins.....Homer
O. S. Derby.....Clare
Fred L. Reed.....Cadillac
Wm. I. Grill.....Athens
Wm. A. Blackburn.....Alpena

EDWARD N. HINES, Chief Consul.

DETROIT, May 23, 1898.

The Central Hotel (rates \$1.50 per day) has been appointed our official L. A. W. hotel and will allow 15 per cent. discount from regular rates. The contract with the Hawkins House at Ypsilanti has been revoked by failure to give discount.

OHIO DIVISION.

Our Army and Navy will finish the Spanish without our assistance, but who will keep up the fight for Good Roads if we let up? We will need good roads in time of peace just as we need the army and navy in time of war, but we must increase the L. A. W. standing army if we expect to win our fight for better roads. We are not getting as many new members as we were a year ago. Are you doing all you can to help us grow?

WILLIAM D. KEMPTON, Chief Consul.

MAY 20, 1898.

MARYLAND DIVISION.

LOCAL CONSULS, BALTIMORE CITY.

Several of the wards have not yet been filled up with Local Consuls. It will be a personal favor if you will send in your applications at once for appointment as Local Consuls for the wards in Baltimore City. The Local Consulate for the city will be formed some time this month and I am extremely anxious to complete the list and have each ward under the charge of a Local Consul or Consuls.

LOCAL CONSULS FOR STATE.

Several of the cities in the State are not supplied with Local Consuls. If any League member resides in a city where there is no Local Consul, I will be glad to consider his application for the position.

MT. ROYAL AVE.

The mayor of Baltimore city has signed the ordinance for repaving Mt. Royal ave. with sheet asphalt. This is another triumph for the Maryland Division. Mr. Sherlock Swann, who is a member of the League and a member of the City Council and chairman of the Committee on Improvement of Highways of the division, has been the means whereby this ordinance has been passed. It would be a graceful thing for the clubs in the city of Baltimore and League members generally to take some action congratulating Mr. Swann upon his successful efforts in this matter.

PRIZES.

Send to the Secretary-Treasurer and get a supply of the prize list, and some of the new literature is at your service. This prize list is well worth your working for, and every man in the State who will take the trouble can get a prize.

CONWAY W. SAMS, Chief Consul.

COLORADO DIVISION.

LOCAL CONSULS.

Alamosa.....Wm. C. Sabine
Aspen.....E. L. Ogden
.....W. C. Van Hoorebeke
Black Hawk.....A. G. Chamberlain
Boulder.....J. N. Ives
Buena Vista.....E. W. Paine
Canon City.....F. E. Thomas
Castle Rock.....W. E. Carver
Central City.....A. G. Chamberlain
Colorado Springs.....W. H. Kueck
.....G. B. Merrick
.....H. S. Cooper
.....Miss J. C. Barlow
Como.....Harry K. DuBois
Creede.....A. H. Major
Delta.....W. H. Wolfersberger, 1729 Arapahoe
Denver.....J. O. Patterson, 9 South Broadway

Denver.....C. Turton, 1633 Champa
.....S. L. Kellerman, 713 Cooper Bldg.
.....M. J. Patterson, 1 Good Block
.....Edgar R. Downs
.....Alfred Doerner, 2951 Curtis st.
.....Fred W. Rand, 1601 So. Broadway
.....A. D. Martin, 1233 Seventeenth st.
Durango.....Bert G. Gartin
Florence.....Wm. M. Rogers
Fletcher.....Mrs. A. F. Wise
Fort Collins.....D. M. Harris
Fountain.....Joseph M. Cell
Georgetown.....F. G. Wynas
Golden.....F. L. Brown
Grand Junction.....C. Van Hoorebeke
Greeley.....W. H. Delbridge, Jr.
La Junta.....E. G. Hawkins
Lake City.....Thos. J. Watkins
Las Animas.....W. E. Culver
Leadville.....James J. Ramsey
Littleton.....D. J. Crockett
Loveland.....George R. Hunter
Monte Vista.....E. E. Eversole
Montrose.....J. E. Berry
New Windsor.....R. E. Hanna
Olathe.....Will A. Finney
Ouray.....H. A. McLean
Pueblo.....C. W. Fowler
.....C. L. Funk
Rocky Ford.....A. H. Griswold
Salida.....Herbert Exter
Silverton.....C. D. Stewart
.....J. W. Perry
Trinidad.....Floyd W. Pierce
Twin Lakes.....Walter S. Ely

HOTELS.

Per Cent. Discount.

Aspen,—Hotel Jerome.....10
Canon City,—Central Hotel.....10
Central City,—Teller House.....10
Colorado Springs,—Alamo Hotel.....15
Como,—South Park Hotel.....10
Creede,—Zang's Hotel.....25
Delta,—Commercial.....20
Denver,—Windsor.....10
Durango,—Blain Hotel.....30
Florence,—Grand Restaurant.....10
Georgetown,—Elliott Hotel.....15
Greeley,—Oasis.....25
Las Animas,—Gardner House.....50
Monte Vista,—Hotel Blanca.....30
Montrose,—Smith's Central.....25
New Windsor,—New Windsor.....20
Olathe,—Dillon.....25
Ouray,—St. Elmo Hotel.....20
Pueblo,—Southern Hotel.....20
Rocky Ford,—St. James Hotel.....25
Salida,—St. Clair Hotel.....20
Trimble Springs,—Harmosa House.....30
Trinidad,—Southern Hotel.....20
Twin Lakes,—Holt's Hotel.....25

REPAIR AGENCIES.

Per Cent. Discount.

Alamosa,—W. C. Sabine.....10
Aspen,—W. C. Van Hoorebeke.....10
Canon City,—F. E. Thomas.....10
Colorado Springs,—Weber C. & S. Co.....10
Delta,—Delta Novelty Works.....10
Durango,—Bert G. Gartin.....10
Florence,—Florence Sheet Metal Mfg. Co.....10
Georgetown,—F. G. Wynas.....10
Golden,—F. L. Brown.....10
Greeley,—W. E. Lester.....10
La Junta,—La Junta Novelty Works.....10
Las Animas,—W. E. Culver.....10
Loveland,—A. K. Merriman.....10
Monte Vista,—B. K. Elliott & Co.....10
Montrose,—Montrose W. & M. Works.....10
Pueblo,—C. W. Fowler, 202 Sante Fe.....10
Rocky Ford,—Rocky Ford Novelty Work.....10
Salida,—David Adams.....10
Trinidad,—The Wheelery, 109 E. Main st.....10

STOLEN WHEELS.

SINGER. C. S. Burrington, 20 Waltham st., Boston, Mass.

TRIBUNE. No. 28,798. Jules Block, 2,632 Mascher st., Philadelphia, Pa.

CLEVELAND. No. 95,201. Walter B. Smith, Overbrook, Pa.

OLIVE STERLING. No. 955. Wm. H. Vicary, 38 Main st., Lockport, N. Y.

VICTOR. No. 67,234. Albert E. M. Spiller, 1686 Cambridge st., Cambridge, Mass.

SPAULDING ROADSTER. No. 84,161. Charles R. Shaw, 326 Broadway, N. Y. city.

WHEEL. No. 118. A. R. Payne, 213 Fenimore st., Brooklyn, N. Y.

CHAPMAN. No. 1,006. Robert Dennie, Stoughton, Mass.

WESTERN FLYER. Deforest Ross, Ypsilanti, Mich.

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.

Boston June 3, 1898.

Total, 541-90,122.

Over 131,000, ARKANSAS, 1-48.

Unattached.
703 Cross, Don Lamar Bentonville

Over 131,000, COLORADO, 2-531.

Canon City B. C.
704 Martin, S. W. Canon City
Unattached.
5 Green, Sydney W., 1254 S. 11th st Denver

Over 131,000, CONNECTICUT, 7-1787.

Winsted B. C.
706 Moore, D. S., L. A. W. Club Winsted
7 Smith, Bina C. "
8 Sweet, Harria W., 40 High st "
Unattached.
9 Thurlough, Carroll Deep River
710 Haas, Miss Louise S., 5 Florence st Hartford
1 Eckhard, Henry L., Park row Stamford
2 Wells, Geo. E., 101 Main Winsted Station

Over 131,000, ILLINOIS, 15-3362.

Garden City B. C.
713 Clark, Miss Meridith, 2032 Calumet ave Chicago

Unattached.
4 Morse, H. C. Chandlerville
5 Betts, J. W., 4423 Langley ave Chicago
6 Freeman, D., 231 E. Jackson blvd "
7 Brewer, S. E., 3237 Groveland ave "
8 Kane, C. D., "The Fair," State st "
9 Earlier, Riven, 207 S. Canal "
720 Case, Benj. A., 207 S. Canal "
1 Clausen, A. E. H., 170 La Salle ave "
2 Otis, J. E., Jr., 11 Madison "
3 Sammons, Benj. C., Northwestern Nat'l Bank "
4 Woy, Chas. Clinton
5 Webster, W. A., 726 Nate Evanston
6 Limberry, J. H., Box 207 Libertyville
7 Underwood, C. H., 337 Giddings Ravenswood

Over 131,000, INDIANA, 19-2125.

Unattached.
728 Miller, Fred, Fred Miller Brewing Co. Alexandria
9 Byers, W. J., 418 Dorman Indianapolis
730 Crillon, Fred, 111 W. North "
1 Hoshour, Ed., College ave & 22 "
2 Ludwig, W. H., 41 Journal Bldg "
3 Callister, H. M., New York Store "
4 McLean, F. W., New York Store "
5 South, E. O., 540 Ind. ave "
6 Brown, A. R., Harrison Telephone Co. Lafayette

7 Bradway, W. T., 226 W. 3d Richmond
8 Henderson, Walter, 44 S. 13th "
9 Nott, John, 514 N. 9th Terre Haute
740 Miller, Edgar, 514 N. 9th "
1 Sage, Harold E., 36 N. 14th "
2 Warren, Robt. C., 919 S. 6th "
3 Hook, Chas. S., 209 Howard Union City
4 Watson, Edward, Union Depot Hotel Vincennes
5 Gunbel, Jake, Wholesale Liquor Dealer "
6 Egeler, Fred A., Eagle Shoe Store "

Over 131,000, IOWA, 6-750.

Unattached.
747 Collis, John, 413 W. 5th Des Moines
8 Wright, Geo. G. Jr., 202 Good Bldg "
9 Newcomer, J. S. Eldora
750 Bradley, Albert A. Iowa City
1 Branson, Alton L., Box 96 West Branch
2 Dunlap, A. N. "

Over 131,000, KANSAS, 2-380.

C. G. C. C. Council Grove
H. C. C. Hutchinson
4 Hawkins, R. C. "

Over 131,000, KENTUCKY, 14-952.

Fayette Wheel Club.
756 Heints, Fred J., East Main Lexington

6 Pulliam, H. G., Vine & Upper " "
 7 Shouse, L. B., Main " "
 8 Smith, Roger H., 61 E. Short " "
 9 Van Deren, J. F., W. Main " "
 760 Williams, I. N., E. Main " "
 Jefferson C. C. " "
 1 Finck, Bert, 200 E Gray Louisville
 Unattached. " "
 2 Hosken, Wm., 82 W. 2d Covington
 3 Walters, Dr. G. W., Scott st " "
 4 Dewhurst, Mrs. Francis T., 51 W. 3d Lexington
 5 Ranck, Edwin C., 112 Market " "
 6 Herms, Chas. F., 623 E. Walnut Louisville
 7 Phelps, Jos., 2530 W. Market " "
 8 Arnold, L. H., Maysville st Mt. Sterling

Over 131,000, MAINE, 1-470.

Unattached. " "
 769 Ferguson, Chas. A. Deer Isle

Over 131,000, MARYLAND, 5-1655.

Unattached. " "
 770 Berry, Gertrude C. N., 1637 Bolton Baltimore
 1 Broening, J. Fred, 504 S. Sharp " "
 2 Gump, Jacob, 529 N. Baltimore " "
 3 Jenkins, Julius J., 2023 Wilkins ave " "
 4 Nimmo, Walden C., 32 S. Calvert " "

Over 131,000, MASSACHUSETTS, 148-11,424.

Commonwealth. " "
 775 Pierce, George H. Arlington
 Press C. C. " "
 6 Payzant, O., 47 Warren ave Boston
 Metropolitan. " "
 7 Hughes, G. A., Am. Ex., Union sta " "
 8 Hughes, R. C., Am. Ex., Union station " "
 9 Richardson, J. W., 134 Huntington ave " "
 780 Shepherd, Geo. C., 136 Summer " "
 1 Shepherd, C. W., 55 Commercial " "
 2 Tucker, F. E., 122 West Newton " "
 3 Troeder, A., 67 Elliot " "
 4 Haynes, F. G., 1881 Washington Tigers. " "
 785 Rebello, Alfred J., 247 Washington " "
 6 Shaw, G. Sydney, 171 Hancock Dorchester
 7 Plummer, Norris B., 102 Regent Roxbury
 8 White, Harry A., 711 E. 5th South Boston
 Riverside Wheelmen. " "
 9 Grenier, George, 91 Abbe ave Brighton
 Moniver. " "
 790 Doody, R. R., High st Canton
 Chelsea C. C. " "
 1 Willard, Robert, 203 Wash. ave Chelsea
 Mass. " "
 2 Wilson, Wm. J., 211 Shurtleff " "
 Review Club Cyclers. " "
 3 Walker, Walter H., 691 Broadway " "
 R. C. C. " "
 4 Caldwell, J. W., 121 Green Fitchburg
 S. C. W. " "
 5 Monroe, Frank H., 85 Fairmont Lowell
 Good Roads C. C. " "
 6 Brydon, William, Fuller's ct Malden
 G. Roads C. C. " "
 7 Ford, Wm. S., 19 Fairmont Melrose
 Natick C. C. " "
 8 Murch, Nathan F. Natick
 Plymouth Rock C. C. " "
 9 Loring, Walter S., 55 Main Plymouth
 Dudley Ass'n. " "
 800 Brooks, Herbert G., 51 Quincy Roxbury
 People's Inst. Wheelmen. " "
 1 McManus, Joseph, 8 Field " "
 Roslindale C. C. " "
 2 Malbach, Carl J., 447 Beach Roslindale
 Cambridgeport C. C. " "
 3 O'Neill, John T., 737 Somerville ave Somerville
 Acton C. C. " "
 4 Clough, Harry E. South Acton
 S. B. Club. " "
 5 Glantzberg, Ernst, 368 Main Springfield
 Y. M. C. A. Wheelmen. " "
 6 Hodson, A. L., 145 Brown Waltham
 7 Worth, E. M. " "
 Unattached. " "

8 Robbins, R. L., 39 N. Harvard Allston
 9 Kendrick, D. H., Amherst House Amherst
 810 Bowser, A. W. (care Walter T. Dana) Boston
 71 Kilby st " "
 1 Berryman, Robert, 143 Federal " "
 2 Bicknell, A. R., 28 Worcester sq " "
 3 Craighill, Nathaniel R., 30 Tremont " "
 4 Holmes, Charles H., 50 Montgomery " "
 5 Merrill, Dana R., 33 N. Market " "
 6 Macomber, F. M., 13 Federal " "
 7 Odell, I. H., 165 Tremont " "
 8 Rice, Fannie, 100 Pinckney " "
 9 Stone, Lillie F., 704 Tremont " "
 820 Seale, A. B., 28 Hanover " "
 1 Smith, Harry G., 68 W. Rutland sq " "
 2 Weld, Robert, 21 Milk " "
 3 Claflin, F. A., 169 Devonshire " "
 4 Jacob, Geo. F., 75 High " "
 5 Kendall, Grace W., 55 Kilby " "
 6 Keep, Wm. Dickinson, 21 St. Botolph " "
 7 Rump, W. A., 75 High " "
 8 Thomas, W. B., 24 Broad " "
 9 Wood, Mrs. Arthur G., 39 Rutland sq " "
 830 Woodworth, Marguerite, 15 Upton " "
 1 Young, E. J., 336 Sears Bldg. Wash. st " "
 2 Young, Miss Eliza, 573 Tremont " "
 3 Young, Miss Julia, 573 Tremont " "

4 Sweet, C. A., 64 N. Market " "
 5 Kimball, Horace, 29 Merrimack Bradford
 6 Richmond, Harold A., Edgell road " "
 7 Brown, Louis K., Osborn road " "
 8 Joyce, Miss Annie, 4 Fayerweather " "
 9 Fellows, Mrs. L. S., 42 Pearl Cambridge
 Cambridgeport " "

840 Penniman, I. W., 356 Pearl " "
 1 Jaquith, Miss Lizzie A., Wash. st Canton
 2 Howes, Walter A., 22 Pleasant Charlestown
 3 Barry, J., 34 Sever " "
 4 Atwood, Howard, 67 Crescent ave Chelsea
 5 Holt, Frank C., Post Office " "
 6 Spear, Miss Blanche B., 153 Cherry " "
 7 Wilder, Thomas B., 287 Wash. ave " "
 8 Jones, R. J., 505 Wash. ave " "
 9 Thomas, Rev. James Bishop Cohasset
 530 Thomas, Mrs. Myra H. " "
 1 Webster, Howard J., 12 Howes Dorchester
 2 Eldridge, Dr. David G., 15 Monadnock " "
 3 Olmstead, E. M., 20 1-2 Acadia " "
 4 Alsterberg, Carl L., 229 Main Everett
 5 Learned, Frank P., 197 Chelsea " "
 6 Nichols, Ellsworth P., 29 Ferry " "
 7 Swift, Luman, May st " "
 8 Burgess, Chas. S. Falmouth
 9 Hatch, Wallace Franklin

860 Cook, C. S., Alpine pl " "
 1 Guild, Frank W., Main st " "
 2 La Point, Augustine, Central st " "
 3 Robertson, H., Main st " "
 4 Willoby, Geo. H., Main st " "
 5 Hartwell, Seymour S., 115 Main Gloucester
 6 Brooks, Annie M. (P. O. 28 Oliver, Hyde Park
 Boston Mass.) " "
 7 Hayward, J. Frank, 18 Elm Lawrence
 8 Morton, Sidney, 298 Methuen Lowell
 9 Adams, J. Smith, 249 Walker " "
 870 Halloran, Martin W., 202 Central " "
 1 Hekan, John J., Central st., cor Church " "
 2 Baudreau, Wm. V., 92 Church Lynn
 3 Carter, John F., 287 Eastern ave " "
 4 Harthan, C. E., 265 Boston " "
 5 Mac Adam, A. D., 48 New Park " "
 6 Questrom, Wm. H., 425 Eastern ave " "
 7 Reddy, M. L., 92 Church " "
 8 Johnson, Fred O., 18 Prescott Malden
 9 Whitman, Fred T., 661 Main " "
 880 Lorentzen, Frederick, Bowman st Maplewood

1 Lorentzen, Harry, Bowman st " "
 2 Farrell, Harry, 117 Wash. Marblehead
 3 Tobin, Thos., Jr. Mattapan
 4 French, Chas. P., 43 Lawrence Medford
 5 Symmes, A. C., 57 Main " "
 6 Crocker, Perez C., 20 Centre ave " "
 7 Jollymore, Geo. W., 53 Minot Neponset
 8 Bliss, D. Edward, 356 Union New Bedford
 9 Gibbs, John E., 149 Summer " "
 890 Snailham, Walter W., 28 Acushnet ave " "
 1 Bradlee, Ella, 91 Parker Newton Centre
 2 Shaw, Cora, 55 Judson Newtonville
 3 Humphrey, Geo. W., (P. O. Youth Companion, Boston, Mass.) " "
 4 Graham, John E., Box 104 No. Andover
 5 Lavoie, Joseph, 179 Bridge ave North Cambridge
 6 Palmer, Ernest B. North Easton
 7 Wood, F. V., Main st Northfield
 8 Smith, Harry C. N., 15 Sanderson ave Northampton
 9 Patzold, Emil Norwood
 900 Jacobs, Fritz H., Stower ct Revere
 1 Musculus, W. F., Arundel st Roslindale
 2 Daly, John T., 128 Minden Roxbury
 3 Lyndoe, George, 32 Cobden " "
 4 Rich, Arthur, 14 Harlow " "
 5 Wax, Martin, 36 Gaston " "
 6 Harris, Geo. B., 265 Lafayette Salem
 7 Asserhoff, Harry, 13 Emmonds Somerville
 8 Buck, Chas. H., 35 Partridge ave " "
 9 Farmer, Jack, 357 Beacon " "
 910 Hawkesworth, Dr. F. E., 317 Main Springfield

1 Dennie, Robert, Box 156 Stoughton
 2 Noko, Harry, 6 Robbins pl Waltham
 3 Webber, Albert P., 9 Elm sq Wakefield
 4 Johnson, Wm. S., Box 122 Wareham
 5 Perry, Annie M. Waverley
 6 Roemer, Fred, Box 533 Webster
 7 Armstrong, Edwin O., Box 179 Wellesley
 8 Clawson, Herbert R. West Boylston
 9 Ward, Wm. H., 23 Dover West Somerville
 920 Bird, F. W., 12 Shirley Winthrop
 1 Darlow, Geo. W., 220 Shirley " "
 2 Sackett, F. D. Wollaston

Over 131,000, MICHIGAN, 18-2075.

Detroit Wheelmen. " "
 923 Aldrich, D. R., 33 Chope pl Detroit
 4 Beasley, J. W., 193 15th st " "
 5 Curd, Arthur A., 658 Wabash A " "
 6 Clarke, Stanton, 673 26th st " "
 7 Hardy, James E., 100 National ave " "
 8 Roehm, Chas. L., Jr., 61 E. Adams ave " "
 9 Sinclair, E. L., 98 Howard " "
 930 Vitte, James M., 149 Canfield ave. W. " "
 1 Watt, H. T., 731 Woodward A " "
 Y. L. W. " "
 2 Mason, Luther C., 603 Chicago ave Ypsilanti
 Unattached. " "
 3 Case, Marion K., Box 796 Belding

4 Hodson, Robert E., 509 Elmore Escanaba
 5 Smith, Fred, 320 N. Charlotte " "
 6 Yeo, James J. Gladwin
 7 Waters, John North Morenci
 8 Davenport, B. P. Saline
 9 Lindenschmitt, Henry A. " "
 940 Smith, N., 306 Genesee ave Saginaw E. S.

Over 131,000, MINNESOTA, 1-437.

Unattached. " "
 941 Corson, E. H. Glencoe

Over 131,000, MISSOURI, 8-1943.

South Side C. C. " "
 942 Leman, O., 3530 Shenandoah St. Louis
 3 Stork, H. H., M. D., 35 Benton ave " "
 Unattached. " "
 4 Coulter, S. A. Maryville
 5 Patrick, J. E. St. Joseph
 6 Cooke, Hedley V., 3936 Wash. St. Louis
 7 Dunham, W. G., 9 Locust " "
 8 Green, Herbert D., Reg. Div. P. O. " "
 9 Sutherland, W. W., 100 N. 4th st " "

Over 131,000, NEBRASKA, 5-377.

Unattached. " "
 950 Clark, S. E. Central City
 1 McPhenran, George Emerson
 2 Phillips, F. P. " "
 3 Barton, Guy C., 2103 California Omaha
 4 Blodean, L., 907 S. 20th " "

Over 131,000, NEW HAMPSHIRE, 1-819.

Unattached. " "
 955 Everett, Ray L., Box 651 Manchester

Over 131,000, NEW JERSEY, 42-5914.

Camden W. " "
 956 Gaskill, Oscar R., 577 Berkeley Camden
 Unattached. " "
 7 Van Hise, Amos S. Blackwood
 8 Fries, Joseph, 1221 Hyde Park Camden
 9 Pfeiffer, F. P., Jr., 222 N. 2nd " "
 960 Lippincott, Wm. D. Cinnamons
 1 Kemp, George H., Box 13 Demarest
 2 Schmidt, Miss Henrietta Fairlawn
 3 Domalder, C. G. Helmetta
 4 Dear, Walter M., 103 Summit ave Jersey City
 5 Mehl, John, Jr., 69 Sherman " "
 6 Reading, Mrs. A. H., 46 York Lambertville
 7 Balch, Ed. C., Jr., Box 54 Maplewood
 8 Graham, M. J. Metuchen
 9 Bennett, Samuel D., M. D., High & Pine Millville
 970 Gluffra, James, 123 High " "
 1 Gluffra, Frank, 123 High " "
 2 Radcliffe, James S., 16 E. Main " "
 3 Tompkins, Isaac, 429 High " "
 4 Price, C. H., Military Academy Montclair
 5 Shultz, Clifford G., 30 N. Mountain ave " "
 6 Vreeland, Peter Mountain View
 7 Grewe, Henry F. W., 411 Halsey Newark
 8 Lenox, Miss M. M., 19 Gobie " "
 9 Mott, Ernest U., 498 Orange " "
 980 Bunn, O. A. Old Bridge
 1 Dieticker, Fred, 213 Clinton Paterson
 2 Haenichen, Wolf, 669 E. 23d " "
 3 Haenichen, Mrs. Emma, 669 E. 23d " "
 4 Haenichen, Otto, 669 E. 23d " "
 5 Leggett, John, 55 James " "
 6 McGunigal, Jas. C., 27 E. 22d " "
 7 Carhart, L. R., 882 S. Main Phillipsburg
 8 Hall, Geo. R., 39 Westervelt ave Plainfield

9 Ashton, Mrs. W. M., 72 Newell ave Rutherford
 990 Smith, Ralph O. Salem
 1 Moser, Arnold South River
 2 Keen, Bert South Vineland
 3 Vreeland, Harry B. Summit
 4 Vanneman, Emma H. Swedesboro
 5 Mott, Geo. A., Box 144 Tuckerton
 6 Gerber, Christian, 33 Palisade ave Union Hill
 7 Lower, Wilbur F. Vineland

Over 131,000, NEW MEXICO, 1-11.

Unattached. " "
 998 Driscoll, William M. Socorro

Over 131,000, NEW YORK, 98-23 016.

Summit C. C. " "
 999 Martin, Harry B., 365 Degraw Brooklyn

Over 132,000.

Beverly R'd W. " "
 000 Maynard, Wm., 297 Beverly road " "
 Kanawalla B. C. " "
 1 Griswold, M. L., 658 College ave Elmira
 Hund'n W. " "
 2 Baylis, Hiram A. Huntington
 N. Y. C. of P. " "
 3 Meyer, Ernst, 1608 3d ave New York
 Pierce W. " "
 4 McCormick, W. H., Casino Theatre " "
 C. B. L. W. " "
 5 Arctande, A. J., 561 E. 139th " "
 6 Clooney, Wm., 634 E. 137th " "
 7 Collins, J. J., 285 Elizabeth " "
 8 Donohue, James, 345 E. 15th " "
 9 Floeck, Geo., 1930 Lexington ave " "

010 Solran, Jas., 201 W. 16th
1 Golding, W. E., 17th Ave Sta. Wake-
field
2 Hohman, Jos., 253 W. 133rd
3 O'Donnell, Jos., 7 E. 105
4 Rellly, Jos., 168 E. 104th
5 Springmeyer, Geo., 51 E. 132
6 Schaffer, S. J., 314 E. 109th
7 Schiffer, Frank, 221 E. 120th
8 Wallace, Jas., 117 E. 112th
Troy Bl. Club.
9 Hutton, J. C., 343 4th ave Lansingburg
020 Belermelster, Hermon, 76 13th Troy
1 Kerrigan, Phil., 6 First
2 Pollard T., 23 13th
June 3, 1898.
3 Finley, Miss M. E., 71 Oak st Binghamton
4 Ralph, W. A., 38 Conklin ave
5 Hulburd, J. C. (P. O. 23 E. Ogleshorpe
ave., Savannah, Ga.) Brasher Falls
6 Emslie, Wm., 7 Temple ct Brooklyn
7 Fessler, Leonard M., 240 Central ave
8 Meyer, Rev. Herm. C. A., 264 46th
9 Pebler, George, 189 Stanhope
030 Scrymser, John P., 401 Clermont ave
1 Snedeker, Geo. W., 328A Monroe
2 Beck, Wm. H., 814 Jamaica ave
3 Force, Arthur, 154 Greenpoint ave
4 Kock, John, Woodlawn park, 65th st &
22d ave
5 Moore, Robert H., 162 S. 2d
6 Taylor, Alexander, 1857 Nostrand ave
7 Van Zile, De Witt, 613 Halsey
8 Raffin, Edward, 146 Oakland st
9 Kirby, Frank A., 182 W. Huron Buffalo
040 Miller, Henry A., 157 Hodge ave
1 Hahn, Theo. E., Box 112
Cornwall-on-Hudson
2 Ferguson, Jno. C., care Eclipse Bicy-
cle Co. Elmira
3 Miller, Harry B., 356 Euclid pl
4 Peck, H. E., 372 Penn. ave
5 Peck, Mrs. H. E., 372 Penn. ave
6 Ryan, J. M., 57 S Main
7 Strohm, W. H., Eclipse Bicycle Co
8 Webster, Mrs. Ralph D., 551 Grove
9 Moore, Gertrude E., 539 W. Third
Jamestown
000 Rockhaus, Bernard, 607 E. 138th New York
1 Blair, James W., 403 Lenox ave
2 Carr, Henry, 333 E. 23d
3 Durand, Edward T., 442 Glenwood ave
4 Duane, Harry, 216 Edgecomb ave
5 Florant, A. F., 248 W. 12th
6 Florant, Mrs. A. F., 248 W. 12th
7 Fountain, Lloyd, 48 E. 106th
8 Fee, Wm. I., 463 W. 32d
9 Gebeke, Martha C., 347 Manhattan ave
060 Johnson, Henry Mortimer, Westmin-
ster Hotel
1 Jones, J. Harris, 38 W. 125th
2 Killgore, Robert B., 224 W. 139th
3 Lambert, Martin, 1305 Amsterdam ave
4 Ludwig, Conrad, 154 W. 33d
5 Leigh, William R., Van Dyck Studio
Bldg., 5th ave & 56th st
6 Landon, Warner J., 20 E. 127th
7 Moses, Marcus, 27J Broadway
8 Moulton, H. H., 219 W. 14th
9 McManus, S. J., 1503 3d ave
070 Oppenheimer, Louis, 164 E. 66th
1 Schmidt, Walter, 72 Grand
2 Schaefer, Emil, 112 E. 51st
3 Tytler, G. E., M. D., 113 W. 126th
4 Weston, Albert T., 226 Central Park
West
5 White, G. Derby, 7 E. 16th
6 Buschne, Oscar, 812 Broadway
7 Page, Curtis, Hidden, 125 W. 103d
8 Herrmann, Fred, 111 W. 56th
9 Ingull, Chas., 201 E. 11th
080 New, Ed., 125 W. 64
1 Glimmerman, John A., 432 W. 37th
2 Newman, August W., 454 W. 37th
3 Klinger, Wm. J., 737 Forest ave
4 Robinson, John B., 585 Broadway
5 Stephens, C. D., 89 E. 116th
6 Toff, Samuel, 1660 Ave A.
7 Leroy, Mrs. Erna Oceanus
8 Deane, E. V., 2 Market Potsdam
9 Weed, Wm. R., 8 Lawrence ave
090 Beatty, Robert A. Poughkeepsie
1 Broadfield, Thos., North road
2 Rutherford, M. C., M. D., 23 Campbell
Rochester
3 Van der Beek, C. A., 18 Gibbs
4 Byers, James, 228 Sullivan Syracuse
5 Byers, Mrs. J., 228 Sullivan
6 Strowbridge, Edward, 125 Grand ave

Over 132,000, NORTHERN CALIFOR- NIA, 1-248.

Unattached.
097 Pratt, Orville C. Palvalto
Over 132,000, OHIO, 17-2785.
Victor C. C.
098 Bratton, Edward, Franklin st Warren
9 Miller, George, Tod ave
W. W. C.
100 Hamlin, H. B., Taylor st Wellington
Unattached.
101 Coen, C. Lee Bridgeport
2 Jones, E. L., 39 E. 2d Chillicothe
3 Reichenberg, F. T., 24 Brenton Cleveland
4 Anderson, R. C., The Normandie
Columbus
5 Galloway, Judge Tod. B., 553 E. Town
6 Wardlow, Dr. Yeatman, Third & Broad
7 Wardlow, Charles, 594 E. Town
8 Hammond, F. S. Guysville
9 Wilson, Clarence A., Fort st Nelsonville
110 Hammond, H. R., Main st Niles
1 Hurlbert, Wm. G., 55 Robbins ave
2 Evans, John H. V., 402 S. Wash. Van Wert
3 Gleason, Carl
4 Wilkinson, B. M., 600 S. Wash

Over 132,000, PENNSYLVANIA, 99- 22,277.

Allegheny Cyclers.
115 Bartley, Fred C., 94 Sedgwick Allegheny
6 Wise, James T., 379 Ohio
Time Wheelmen.
7 Maxwell, R. Lewis, 617 Green Philadelphia
South Side Wheelmen.
8 McCulley, W. H., 50 32d Pittsburg
Crescent C. C.
9 Bloss, J. M., Titusville
120 Portney, Frank A., 120 Union
1 Teege, Harry, 120 Franklin
Unattached.
2 De Haven, A. C., De Haven & Co Allegheny
3 Eckert, Theo. W., Church & Anderson
4 Haughton, Frank C., Gass ave
5 MacIntyre, John Ardmore
6 Oliver, Jas. W. Avoca
7 Bryan, G. W. Beaver Falls
8 Hanauer, Samson
9 Jones, Thomas H., 306 Cherry Columbia
130 Reel, Mrs. George L. Du Bois
1 Osburn, M. W.
2 Elder, Geo. R., Cattell & Monroe sta Easton
3 Elder, Mrs. Geo. R., Cattell & Mon-
roe sta
4 Carbinson, Geo. Economy
5 Billings, V. B. Edinboro
6 Lesuer, Grant
7 Ashley, A. B. Eleanor
8 Wolf, Chas. E., Box 316
9 Brown, Ira L. Elizabethtown
140 Hoover, Elmer F.
1 Donovan, H. L. Eldersville
2 Prescott, Chas. W., 9th & State Erie
3 Johnston, S. F. Flick
4 Griggs, Miss Belle S., 332 W. Chel-
ton ave Germantown
5 Needham, Mrs. Albert W., 3 W. Upsal
6 Harris, Isaac M., 6918 Main
7 Maule, S. J. Glade Mills
8 Mickey, F. B., 229 Hummel Harrisburg
9 Kutz, J. Orson, Box 16 Hughesville
150 Reese, Robert, Box 16
1 Drake, V. M., Box 481 Kane
2 Jackson, Joseph P. Kelton
3 Klein, A. M., 5 Amanda ave Knoxville
4 Loeble, John F., 7th & Lehman Lebanon
5 Jarret, William S. Lenape
6 Tuck, John C. Line Lexington
7 Slinger, Geo. Park, Central State Nor-
mal School Lock Haven
8 Mattox, W. J., 305 Spring alley McKeesport
9 Schoff, Chas. H., M. D. Media
160 Herzog, C. C., Box 51 New Brighton
1 Martsoff, John A., Box 514
2 McClelland, J. W., Box 379
3 Porteous, R. M., Box 339
4 Painter, Chas. H. Northbrook
5 Gangawer, M. A., Box 15 North Wales
6 Brown, Arthur E. Osceola Mills
7 Dowdy, G. Bennett, 5107 Market Philadelphia
8 Flagg, Stanley Griswold, 3d, 216 S. 20th
9 Frazier, W. W., 715 N. 43d
170 Hill, Wm. G., 2125 Germantown ave
1 Hendrick, Mrs. J. J., 1021 Wolf

2 Jones, J. R., 3106 Powelton ave
3 Miller, Wm. H., 23 S. 11th
4 Seal, Wilmer G., 841 N. 22d
5 Tucker, Miss J. A., 1807 Park ave
6 Diefenderfer, F. R. Picture Rocks
7 Bean, W. R., 506 Collins ave Pittsburg
8 Dippold, Geo. S., Tradesman's Bldg
9 Mendenhall, L. W., 5730 Walnut
180 McKenna, Chas. H., 5312 Howe
1 McKenna, Jno. A., 5812 Howe
2 McKenna, J. Morris, 5812 Howe
3 Moore, Chas., 5514 Howe
4 Orr, J. H., care Bank of Commerce
5 Reid, A. B., Fidelity Bldg
6 Stillwagon, Chas. A., 4404 Penn. ave
7 Urben, Jno. F., 133 S. Beatty
8 Wainwright, E. Z., 5701 Rippey
9 Craig, Edwin S., St. Nicholas Bldg
190 McCaslin, Samuel, 823 N. Linden ave
1 Phillips, Chester A., 24th & Smallman
2 Strahley, J. L., 137 Steuber St., W. E.
3 Corin, Arthur, 623 Madison ave Scranton
4 Graf, Chas., 427 Pittston ave
5 Goodman, Isadore, 432 Lack ave
6 Lebeck, S. E., 124 Wyoming ave
7 Levy, Jos., 30 Lacka ave
8 Mezargel, W. C., 632 Cedar ave
9 Som, Jacob, 30 Lacka ave
200 Todd, Miss Josephine, 1021 Olive
1 Trontfelt, M., 533 Madison ave
2 Vall, J. M., 20 Lacka ave
3 Wormser, Chas., 1018 Linden
4 Westpfahl, A. T., 629 Pittston ave
5 Hutter, Helen F., 179 E. Walnut

6 Lott, W. F. Titusville
7 Ivins, Wm. H. Troutville
8 Howland, Earl J., Main st Tullytown
9 Oesterle, Chas. F., Jr., 855 N. 43d Union City
West Philadelphia
210 Parker, Mrs. F. G., 1220 Markoe
1 Henning, J. F., 204 Savannah ave
2 Pysner, J. D., 1512 Scott Williamsport
3 Slack, F. W., 106 6th st

Over 132,000, RHODE ISLAND, 7-1689.

Narragansett W.
214 Greenwood, Thos. F., 88 Harrison Providence
5 Morelock, C. Albert, 364 Pine
6 Ruhland, Lewis, Fenner ave
Unattached.
7 Clarke, Chas. S., R. I. College Kingston
8 Kenyon, Chas. F., R. I. College
9 Roberts, Miss Frances, 56 Waterman
220 Caldwell, Fred C. A., 166 Main Woonsocket

Over 132,000, SOUTHERN CALIFORNIA. 2-362.

Unattached.
221 Polhemus, W. P., 1067 6th San Diego
2 Stead, G. D., 9th & K sts

Over 132,000, VIRGINIA, 6-200.

A. C. C.
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4 Ruben, Leo
5 Slaymaker, A. C., 420 King
Unattached.
6 Ruben, D.
7 Howlas, Robert C., Box 154 Newport News
8 Cofer, H. C., 6 E. Clay Richmond

Over 132,000, WASHINGTON, 1-198.

Triangle C. C.
229 Day, W. H., 814 7th st., S. Tacoma

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B. C. C.
230 Barr, O. J. Brodhead
Unattached.
1 Schroeder, Fred A., 573 Oneida Appleton
2 McRae, Walter, 2 E. Cedar Chippewa Falls
3 Howleson, W. H., 621 Bay
4 Spencer, Lloyd Evanville
5 Bullock, Forrest R. Johnsons Creek
6 Elise, Rudolph J.
7 Klausch, Paul F.
8 Knoll, Paul
9 Zeidler, Albert
240 Sparling, Samuel E. (P. O. Renssel-
laer, Ind.) Madison
1 Willoughby, Geo., 256 10th Milwaukee
2 Mogenson, Julian Sheboygan

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243 Pirie, A. M. Dundas

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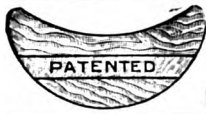
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A "steel ribbon" tire is formed by "a spirally coiled strip of ribbon running round the rim and having through its centre a steel band to which the coils are riveted." It requires no inflation and cannot puncture.

THE chorus-girl shows her understanding when she appears in burlesque.

"Money makes the mare go," but the bicycle is the poor man's friend.

A CORRESPONDENT wishes to know what good excuse a woman has for appearing in tights. Our Bald-headed Editor says she has two.

SPRING means a complete revolution to the hens. Some are set so early.

SOME people look through so many glasses in trying to "see the elephant" that they end by seeing the whole menagerie.

Eggs are usually arranged in layers.

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Sticks of "Arctic," 5 cents.
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AN EVERY-DAY STORY.

GLEN DAY.

JOE is an elevator-boy in a big department-store,
And Mamie's one of the "lad," clerks employed on
the second floor;
And Mamie's quite assured that Joe's the only boy
there is,
And Joe won't look at another girl since Mamie's heart is his.

A ribbon-counter flirt, they say, is setting her cap for Joe,
And Mamie's love is being sought by a clerk from the floor
below;
But neither one may win the prize which he or she may seek,
For Joe and Mamie have been engaged for pretty near a week.

He's sworn off smoking cigarettes, and she's quit chewing
gum;
They're saving dimes to build a nest for all the years to
come;
And life is full of earnest thoughts and hopeful glints of joy
For that love-gladdened working girl and elevator-boy.

"Oh, tish, tish!" says the pessimist, "those children in their
teens
Can ne'er possess the merest thought of what affection
means.
The pretty ribbon-counter flirt ere long will walk with Joe,
And Mamie cast her smiles upon the clerk from down below."

It may be so and may be not; it's very hard to tell,
'Mid life's entangled purposes, just where true love may dwell;
Sometimes it's in the palace, and sometimes it's in the cot,
And where you most expect it, there, perchance, you'll find
it not.

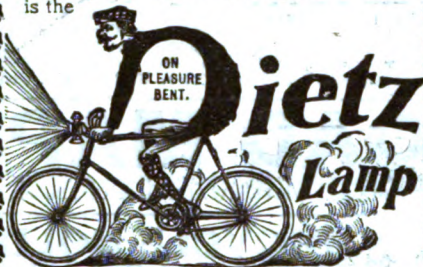
The roses bloom and fade away, the sunshine comes and
goes,
The golden summers lie between the winters' storms and
snows.
In climbing life's divinest heights we sometimes faint and
fall,—
'Tis better far to love one day than ne'er to love at all.

THE bull-terrier is the road terror.

BICYCLE clubs are now in full swing.

A Wedge

driven deep into the darkest of roads, rending and dispersing the gloom. Such is the



Light? Yes, lots of it! White, steady, far-reaching, long-lasting (10 hours), un-jar-out-able, non-blow-out-ative.

The Lamp building "wrinkles" of 57 years cover this Cycle Lamp, and if you will send us \$2.50 your postman will hand it to you (prepaid, of course).

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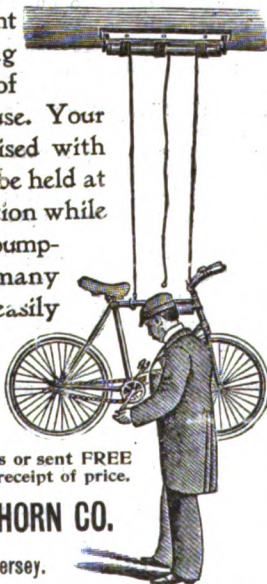
The most convenient device for stowing your wheel out of the way in the house. Your wheel is easily raised with this roller, and can be held at any required elevation while cleaning, oiling or pumping your tires. Its many advantages are easily discernible to the veteran bicyclist.

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For sale by all dealers or sent FREE to any address upon receipt of price.

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East Newark, New Jersey.



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THE WAR is practically ended, and an improvement in business will promptly follow.

When people take out the money they have, and spend it for things they want, whose goods will they buy? Those which are in sight, or those they have heard not of?

Moral: Take off the brake just before you reach the foot of the hill, lest you stop and fall over.

Interpretation: Begin advertising NOW!