

# 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 10, 1898.

Number 23



ON THE WAY TO ATLANTIC CITY, FROM PHILADELPHIA.  
Photo. by Edw. S. Reed.

Subscription, \$1.00 per Year.

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**PAID CIRCULATION, 95,087.**



## New Brunswick Tires

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

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

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

Our '98 Catalogue sent free.

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RUBBER CO.**

New Brunswick, N. J.

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## 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.

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## USAGE TELLS

and long usage has already  
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The Bicycle Built for Wear **YALE, \$50**  
IS THE

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

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

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

### The Cyclers' Choice.

A weather-strip in Winter is,  
They say, a real good thing,  
But we prefer just one good strip  
Of weather in the Spring.

### SCREWING ON PEDALS.

The question how pedals should be screwed into cranks is being discussed on the other side, and much the same arguments are being used that were used here in a similar discussion some time ago. It is curious how intelligent, practical and experienced men differ on this subject, and how various are the explanations of those whose opinions do coincide. After everything is said, however, one fact remains, and that is that the right side pedal-pin must have a right-hand thread and the left side pedal-pin a left-hand thread. In other words, it is necessary to have both pedal-pins screw towards the front of the machine as they are put into the cranks. Experience has proved conclusively that, with a good fit, pedals put on in this way need to be screwed up but moderately tight, while pedals screwed on the reverse way (toward the rear) have to be jammed hard in a disadvantageous and injurious manner in order to make them hold.

### CYCLING IN THE AIR.

An aerial cycle, the invention of a Mr. Bennett, is said by the *King of the Road* to have had some trial trips at the Crystal Palace, London, last winter. The

machine is an ordinary balloon, with a wicker car beneath, containing the usual mechanism used in propelling a bicycle. The gear sets in motion a fan, which is used to steer the machine. The balloon is raised or lowered by means of a couple of revolving fans, controlled by a wheel operated by the hands of the rider. Mr. Spencer, the well-known aeronaut, had charge of the experiments, which were satisfactory, although the balloon was not released from the ropes, owing to the fog. The makers of the ordinary, earthly safety have not yet commenced to tremble in their shoes, but there is no doubt if this invention could be brought to perfection, it would solve a lot of burning questions, including scorching, the tire problem, hedge clippings, and side-slip.

### FLUTED ROADS.

A Maine lady, in telling the *L. A. W. BULLETIN* about the wretched condition of certain roads near Bar Harbor, says they are "fluted in a manner which leads to the belief that the man in charge must be a sewing-machine agent."

An honest bicycle firm is the one that makes a firm bicycle.

Your first impression of a bicycle may be based largely on its coat of enamel, but sometimes first impressions do not wear well.

A BICYCLE is the very best silent partner.



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.



## SOLAR'S BURN GAS.

**No Smoke, Grease, or Danger.**

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

**PRICE, \$4.00.**

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**Badger Brass Mfg. Co.,**  
KENOSHA, WIS.

### A Memory Gem.

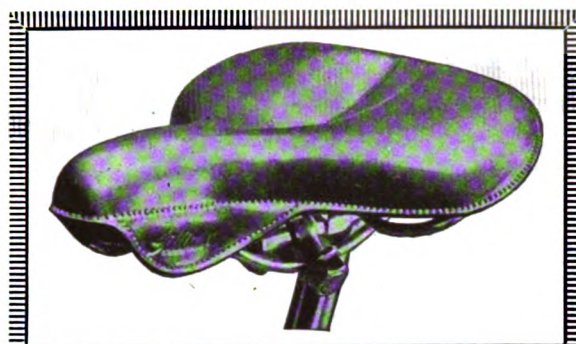
When on your wheel you gaily roam  
'Steen miles or more away from home,  
Why, don't forget, alas, alack!  
You've likewise got to ride 'em back.

### COMPARING OLD AND NEW WHEELS.

It is a noticeable fact that most riders, on trying a new machine, enthuse over it and assert that it is superior to anything they have before ridden. This illustrates the difficulty there is in forming a correct opinion of a wheel before it has been run a considerable distance, and shows how few wheelmen there are who are sensitive to the finer differences in running. One of the most experienced of riders once remarked that he did not understand all the faults and foibles, or all the merits, of a new machine until he had ridden it 500 miles, and would express no opinion until he had pushed it at least a thousand.

The apparent superiority of almost any new machine comes from several causes. Bearings and chain are clean, lubricated and properly adjusted, and everything is at its best. The old wheel is probably dirty and gummy, bearings a little loose, and the chain stretched. Such things as these will account for a material difference in the early running, and make a new wheel seem much superior, whether it is or no.

A fair comparison cannot be made unless conditions are approximately equal and the machines are tested over the same roads. The gears, too, ought



## GILLIAM SADDLE No. 68

Brown, Russet or Black. Price \$3.00.

Laminated wood base, padded with all wool felt and covered with selected leather. Springs of tempered steel, coil or truss, as specified. Low down clamp. The lightest, handsomest and best finished saddle on the market. Keeps its shape perfectly. Until August 1 we will send, express prepaid, for 40 per cent. off list, -

**\$1.80 Cash With Order.**

**GILLIAM MFG. CO., Canton, O.**

to correspond, as it is almost impossible to make suitable allowance for any difference that exists. Changes in handle-bars, saddle and position have their effect and add to the complication, so that first impressions are by no means infallible.

Cycle building, however, is no longer a secret for the few. Average merit is high, and machines in the same class, or of equal grade, vary so little that a new, clean, correctly-adjusted and well-oiled wheel will run better than an old, poorly-kept one, and even inferior machines will seem superior. Nothing like a fair test is possible unless time is taken to try the same hard roads and hills over which the old machine has been ridden.

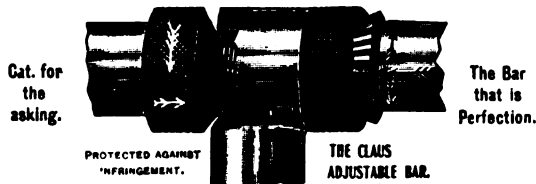
### A GOOD STORY.

A Scotch paper tells as a fact how some wheelmen who were out sailing on the Florida coast in a small boat were seized by a Spanish vessel some weeks ago and carried to Havana, but released on their own protestations. Americans generally, and wheelmen training in Florida in particular, will be glad to learn of this so that, in the future, they may avoid the Spanish cruisers prowling along the coast to capture small unarmed parties who inadvertently venture off shore.

THERE are those who doubt if the making of century runs has really added to the sum total of cycling happiness.



## 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.**

## FOR L. A. W. MEMBERS

There are no better cycles built than the  
**Iver Johnson and Fitchburg Models**

Which range in price from  
**\$40 to \$100**

In mechanical construction, design, detail and finish,  
as well as material, they are

**Honest Cycles at Honest Prices.**

CATALOGUE FREE.

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

## "MAKE SURE OF YOUR FACTS!"

Demand something more than MERE STATEMENTS regarding the wheel you think of buying. In short, select a wheel **with a reputation**, made by a concern with a reputation at stake.

# Rambler

**BICYCLES**

are backed by a good reputation, acquired through "19 years' experience in wheel building," which COMPELS us, even if otherwise inclined, to produce now, as always,

**RAMBLER QUALITY**  
"Standard of the U. S. A."

ALL RAMBLER AGENTS INVITE  
CRITICAL INSPECTION.

**GORMULLY & JEFFERY MFG. CO.**

... CHICAGO ...

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

### And the Next Day it Snowed.

In treating things bicycular  
We try to be particular,  
And write just so  
For wheelmen know  
When facts are n't perpendicular.

And so in style versicular  
We treat of things vehicular,  
Although at times  
To write these rhymes  
Is really not picnicular.

### OUR POLITICAL FRIENDS.

To do a good thing merely for political purposes and with the sole object of catching votes is better than not to do it at all. Politicians are welcomed into the League of American Wheelmen, provided, of course, that they are not professional politicians. Professionals of all kinds are barred from its membership. But the office-seeker who has never felt any interest in League matters and the subject of good roads until he suddenly discovers that a show of such interest may bring him votes — well, he may be all right and a good man to tie to but there is a shadow of doubt hanging over it all.

The League has discussed the good roads subject so long and so earnestly that it seems as though only those who have been wilfully deaf have failed to hear the gospel and to have been moved thereby. Yet we must take advantage of whatever breeze happens to be blowing in the direction our ship is sailing. If we cannot secure a candidate who is

willing to make the display of our wares his first and foremost purpose, we must temporarily take up with one who will at least introduce them as a side line.

But, wherever we can, it will be the right and proper thing to prefer the candidate who has been and who is our friend, instead of the one who has suddenly arrived at the conclusion that henceforth he is going to be our friend.

Politics is queer business, but since we cannot get along without it, let us try to get along to the best advantage with it.

### The Toilers' Lament.

Oh, what is the use of our having Junes  
If it's rainy on Saturday afternoons,  
And dreary and doleful and damp on Sundays,  
And then clears off and is bright on Mondays?

CAN every wheelwright make a wheel right?

A BICYCLE is said to travel even better when its joints are stiff.

IF the scorcher is wishing for something to turn up let us hope it will be his handle-bars.

THERE is a good deal of joy to be obtained when one is cycling, but more when there are two.

It's hard to tell cow-skin from calf-skin, for the calf's the cow's kin and the cow's the calf's kin.



# THE L. A. W. Bulletin

## AND Good Roads

### A WEEKLY JOURNAL

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

PUBLISHED FRIDAYS BY

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Special Club Rate, to League Members only . . . . . .25

Editor: **STERLING ELLIOTT.**

Associate Editors:

**NIXON WATERMAN.**

**LUTHER H. PORTER.**

**JOE LINCOLN.**

**JUNE 10, 1898.**

### THE OTHER PARTY.

"YES," said the bicycle to the party who was trying to learn to ride, as the latter was brushing the gravel out of his hair, "it is very hard work for you, I must confess. I don't wonder that you pant and puff, and swear occasionally, and imagine you are having a very serious time of it. But let me tell you there are others.

"You will pardon me for referring to my own case—but suppose you stop a moment and consider my part in this wearisome transaction. You twist and turn and torture me in every way possible. You bend every bone in my body, and rack my frame in a most fiendish manner. You pound me over ruts and stones, when there are smooth paths just at hand. You bang me against stone walls, and try to ride me up the trunks of trees. You beat me and kick me, and cuff me. You wrench me, you worry me, you wreck me. Yes, and if you think we are quite alone, you curse me. And why? Why, because you do not know how to ride!

"I am yearning to bear you away swifter than the wings of the wind and softer than a pillow of swan's-down. But you will not let me do so. You halt me and hammer me. You force me out of my

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path; you compel me to fall in a bruised and undignified heap by the roadside. You make me do all sorts of seemingly wicked and wearisome things. You make me very tired. Yet I do not kick you; I do not swear at you.

"But when an opportunity offers itself and I have a chance to slam the breath out of you by nearly driving you through the earth, do you think I'm going to play the goody-goody act and never do a thing to you? Not on your life! Now hop on and try it again, and see if you can't be a little more reasonable about it."

### Where it Draws the Line.


Oh, a cycle is strong and will caper along  
With a three-hundred pounder bestride it;  
It will bear a big load on most any old road,  
But you can't carry much liquor and ride it.

### REGARDING CLOTHES.

There are a whole lot of mad wags in this strange old world. Think of the great army of men writers who used to harp so much about dress-reform for women. And lo! in the very midst, as it were, of their incessant chant, the bicycle happened along. There was a man riding it at first, and he wore trousers.

But by and by a woman, wearing a skirt, attempted to ride the bicycle. It was the same long skirt that all the men had been trying to write out of existence for many, many moons. And they had not succeeded in getting it one inch shorter. It was the same old mud-mixer and dust-disturber. One half of our entire adult population was utilizing one half of the hands they possessed in trying to overcome a defect or oversight in the making of skirts which rendered it necessary to hold them to a proper height by mere muscular force.

Meanwhile the men depended almost solely upon a very simple and convenient article known as suspenders to keep their clothing from coming into familiar contact with mud and dust. Happily they did not have to hold their clothing up with one hand, and



## WORTH

*begets in base minds envy; in great souls emulation.—Fielding.*

---

**Remember this**  
*when you hear the talk of carping critics.*  
—Elliott.





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TAKING  $3\frac{1}{2} \times 3\frac{1}{2}$  in.  
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 Easy to Develop.  
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**THE FAMOUS  
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**Light and Shade**  
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YOUR DEALER HAS THEM, if not, write to the factory.

## THE PARK SPRING SADDLE



Built on  
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Patent  
 Gun Lock  
 Spring.

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

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

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

they were kind enough to insist that women should enjoy as much freedom in the matter of dress as was vouchsafed to them. They did not believe that God, in giving woman two marvelous and beautiful hands, really intended that one of them was created largely for the purpose of holding up a skirt which a foolish dress-maker had patterned several inches too long. And they said so, but to very little purpose.

But what did Mr. Bicycle do about it? Well, he told the women of the many joys of cycling, but he insisted that they must discard that sweeping skirt before they could taste of the pleasures. And what did the women do? They cut that skirt off till it was no longer a danger and a distress, and some of them divided it in the middle and made two separate apartments of it, — one for the right limb and one for the left.

And are the men writers glad that their prayer for the doing away with long skirts has been answered by the bicycle? Well, many of them are, but some of the blooming fools have now reversed their prayer machines and are trying to pray the long skirts back again. What a lot of serious jokers these men are! "Middle-sex" is the name they now apply to wearers of the "rational" costume.

Are n't men mean things!

AND God said let there be more light, and Edison lit a lamp.

Wagon tires should roll the road — not rut it.

### A Woman, a Hat and a Man.

She saw it in the window of a millinery store,  
 And she raved and raved regarding it and likewise raved some more;  
 But when, to that poor husband, later on, the bill they took,  
 He proved that as a raver she wa' n't worth a "Hannah Cook."

### "BICYCLE DAY."

"Bicycle day" has become one of the features of our county, district, and state fairs. It is now put forth as one of the big drawing-cards. Indeed, it is running a neck-and-neck race with the baby show, which for so many years held undisputed sway as the star attraction.

At first the bicycle race was merely an incident on the programme, and the announcement of it was printed in small type between more important numbers on the daily score-card. The big yellow pumpkins smiled at its audacity in trying to sneak into an agricultural fair and a "hoss trot." It was altogether out of place. There was no class under which it could properly enter. But it was big enough to constitute a class of its own. And now its presence on the list of attractions is proclaimed in large, loud type.

The champion cabbage has hidden its diminished head. The slow mule race calls forth no enthusiasm. Even the baby show and the display of "log-cabin" quilts, in which there are something like a million pieces of different-colored silks, are on the wane. But "bicycle day" is in the ascendancy. It will



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**IT BENDS DOWN.**

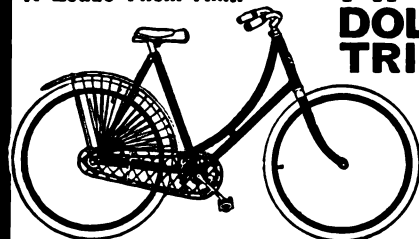


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 Laterally Rigid.  
 Not Pneumatic.

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

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**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.**

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



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

At a pinch can be repaired with a postage stamp.

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

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

**MR. RIDER**

When you go wheeling, take with you a good grade of rubber patching cement. Remember the "HIGH PRESSURE" brand. That's the best. Dries quick and sticks firm. Ask your dealer and insist on the brand.

**The National Cement and Rubber Mfg. Co.**  
 DEPT. "B," TOLEDO, OHIO.

be more of a feature this year than ever before. League members everywhere should make the most of it as a means of calling attention to the commendable aims of the League in its work of securing wheelmen's rights and good roads. While you have the public a willing prisoner in your grasp is a good time to do a little missionary work.

### THE HIGHWAY TERROR.

Chief Justice Foster, of England, says, "If a man were to ride a horse at a great rate of speed into a crowd of pedestrians, and the animal were to thus seriously injure one or more persons, the rider would be liable to punishment for a felony, even though he had been possessed of no individual malice against any person. It is a social or general malice complained of."

So the intent of the action need not be established in order that a scorcher may be prosecuted for feloniously wounding a pedestrian or other cyclist. His actions proclaim him to be an enemy to the general public. He rides "With malice towards all and charity for none." He is criminally careless. He points his weapon at the crowd. He does not aim at anybody in particular. It is probable that he hopes he won't hit anybody. But he does. Is it an "accident?" Well, no, not an unavoidable one. Very likely no one could ride as fast as he does, and where he does, without hurting somebody. But is it really necessary for him to be in such dangerous haste? The public says "No."

The scorcher has been cycling's worst enemy. Every scorcher on a wheel has kept many good persons off of it. There are plenty of places and occasions for fast riding which, under proper conditions, is altogether commendable, but the confirmed, perpetual scorcher who tries to make the rest of the public climb a tree to insure safety, is the worst type of road-hog that has ever distressed the public highway. There are only a few of him but he covers lots of ground and hence seems very numerous. Anything that can be done to lessen his "numerosity" will be commended by an anxious public.



CYCLERS' SNAP SHOTS. — HUNTINGTON PIKE, NEAR CHILLICOTHE, OHIO.  
 Photo. by Gregg D. Wolfe.

"A SETTING hen never gets fat," but she's likely to bring forth a nice lot of chickens.





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Spring Adjusted to  
Your Weight

WAS \$2.50. NOW, \$1.50.

Write for Particulars.

J. N. SMITH & CO.  
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## 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.

### Another Chance For Edison.

Yes, now it gives us news, light, heat;  
But what we still desire  
Is to have it fixed so we can eat  
Our pork and beans by wire.

### SHALL WE EAT HORSES?

Will horse-flesh ever be eaten as generally in this country as it is in France? Some answer "Yes," and some "No." The latter class say it is not an Anglo-Saxon article of food and never will be. And somehow we hope they are right. We cannot say just why we are opposed to eating horse steaks and mule cutlets, but we know we feel that way about it. Maybe we shall have to give a woman's reason and say it is "just because."

Those who insist that the eating of horse-flesh is already rapidly increasing in this country say that the coming of the bicycle is largely responsible for it. The bicycle has so cheapened horse-meat that it is now more available for food than it has been before.

If the bicycle shall, in any degree, be held responsible for changing the diet of a nation and transferring the horse from the stable to the table, it may be some comfort to know that he is not such very bad eating as many suppose him to be. A writer in the *Golden Penny* says:

Everybody is aware that the horse is the cleanliest of all domestic animals. It will not eat anything but good, healthy food nor drink any but pure water. A horse would rather

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

## THE PERFECTED GLOVER PERFECTION

IS FAULTLESS.

Ask for the greatly improved varieties.

The Ideal Saddle for Women.

Invented by a Physician

PRICE \$3.50

Send for free descriptive circulars to  
GLOVER CYCLE SADDLE CO., Jackson, Mich.

## CALKAR

### The New Light.

Greatest invention of the age for bicycles and carriages.  
Send for Catalog.

CALKAR LIGHT MFG. CO.  
501 Isabella Building, Chicago.

starve than swill the rotten stuff often given to pigs and cattle. It is nothing but prejudice that prevents us from eating horse-flesh. A similar prejudice retarded the introduction of the potato 100 years ago. To-day we could not get along without it. Yet the prejudice against potatoes can be explained. The people had been told that this American root caused fever and rendered the ground unfit for all other crops. The exception against horse-flesh is not even founded upon any objection to its properties. It is solely due to the influence of the church.

The clergy did everything possible to prevent the newly converted Saxons from returning to their heathenish practices and prohibited the use of horseflesh to stop the sacrifices to Odin and Thor. A long time passed before these sacrifices were altogether discontinued. The nations of Europe have suffered enormous loss by this prohibition of horse-flesh. Especially from the humanitarian point of view the results are most deplorable. Millions of people are forced to live on potatoes and similar food wanting in nutritive qualities, while millions of pounds of the very best meat are wasted. Horse-flesh is the most nourishing of all meats, and its taste is hardly to be distinguished from that of beef. The flesh of a horse fed on oats has a smell similar to goose-flesh. The fat is preferable to lard. Above all, it should be remembered that no flesh is so healthy as that of the horse. Trichinosis and similar diseases are unknown in horses.

All of which reads very nice, yet, if it is just the same to the party doing the carving, we prefer to be served with a piece of the roast beef or pork. We may be captious and not up to date, but we can't help it. We trust that even with the coming into general use of the horseless carriage we shall still be permitted to retain our horseless bill of fare.

Is it bad taste for one to eat onions?



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RELIABLE BICYCLES BUILT FOR BUSINESS. GRAND RAPIDS Michigan.  
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**A GENUINE BICYCLE.**  
If you are a good agent in unoccupied territory, write—we'll treat you white. *The Trinity*  
**TRINITY CYCLE MFG. CO., Keene, N.H.**

### A SONG OF HOPE.

NIXON WATERMAN.

**T**O-MORROW, to-morrow, we'll laugh at our sorrow,  
Forgetting the world with its worry and woes;  
Desire and duty shall dwell as the beauty  
That smilingly dreams in the heart of a rose.  
Blue skies bending over broad meadows of clover,  
And brooks whose soft crooning shall solace the ear;  
The blithe lark upwinging, his melody ringing,  
Shall gladden the soul when to-morrow is here.  
The golden to-morrow, the olden to-morrow,  
Hark! it is nearing with trumpet and drum!  
Oh, why are we sighing while hope is undying  
And all the to-morrows are yet to come!

To-morrow, to-morrow, whose wealth we may borrow—  
The wealth that is ours forever and aye—  
For out of its treasure we fashion a pleasure  
To broaden and brighten the skies of to-day.  
But joy shall be sweeter and pleasure completer,  
And earth shall be filled with a mellower cheer,  
And hearts that are pining shall wake to the shining  
Of kindlier suns when to-morrow is here.  
The golden to-morrow, the olden to-morrow,  
Hark! it is nearing with trumpet and drum!  
Oh, why are we sighing while hope is undying  
And all the to-morrows are yet to come!

### PAPER RIMS.

An American correspondent of the *English Cyclist* says that some time ago he inspected a factory in which paper rims were then being made, and describes the operation as follows:

"These rims were wound with thin manilla paper in continuous strips on an iron concaved rim mould

## EDUCATION BY MAIL

Thousands have been helped to better pay and positions through our system of instruction  
**BY MAIL**  
Buildings erected expressly for this purpose at a cost of \$225,000.  
Courses of Steam, Electrical, Mechanical or Civil Engineering; Chemistry; Mining; Mechanical and Architectural Drawing; Surveying; Plumbing; Architecture; Metal Pattern Drafting; Prospecting; Book-keeping; Shorthand; English Branches.

**\$2 A MONTH** pays for a College Education at Home—40,000 Students and Graduates.  
Circular FREE. State subject you wish to study.  
**THE INTERNATIONAL CORRESPONDENCE SCHOOLS,**  
Box 1161, Scranton, Pa., U. S. A.

**MONEY SAVED** The L. A. W. rider can have at about half price, if ordered before the 15th 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, 30c.  
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 Lighting Lubricant.

We will give, \$5, \$3 and \$2 to the first three L. A. W. BULLETIN readers who discover an important error in the 1898 Catalogue of

**ANDRAE CYCLES.**  
Contest will not commence until July 1st, to give you time to write for Catalogue—sent free.  
**JULIUS ANDRAE & SONS CO., Milwaukee, Wis.**

carried on the spindle of a special lathe, the strips of paper being coated with waterproof cement as they were wound, and pressed tightly together by means of a roll carried on a weighted lever which ran on top of the layers of paper as they were being wound on the grooved iron mould or arbor. The rims thus produced were next kiln dried, and then turned in the lathe and finished by varnishing. They were extremely strong, and impressed me very favorably in every way. They had no grain, and could not be split.

"I have heard nothing of them since, and think their cost, which was in excess of the wood rim, prevented their introduction. The factory as it stood when I saw it could turn out about a thousand pairs of twenty-eight inch rims per day, and was then being increased to a capacity of five thousand pairs of rims daily. This manilla paper rim was wound of very thin paper, not much thicker than a bank-note, and a great number of turns were required to make up the thickness of the rim. I do not think these paper rims were much lighter than wood rims, but I believe they were much stronger, and think they were absolutely waterproof. The cement was said to be a new compound devised expressly for the purpose."

WHEN one is cycling sweet drinks sometimes produce a sour stomach.

Address of Cora L. Daniels wanted.

**DETACHABLE SPROCKET RIM.**

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

THE McELWAIN-RICHARDS CO., Indianapolis, Ind.

**ANY OLD NUT...**

held without slipping,—Nuts that have all corners worn off,—by **HALL'S BICYCLE WRENCH. Price, 50c**



Liberal discount to trade.

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

**SPECIAL PRICES TO**

Members on our well-known Bicycle Chains.



Write for special terms and full particulars.

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

INDIANA CHAIN CO., Indianapolis, Ind.

**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.

**The Darwinian Defect.**

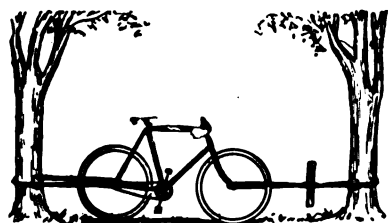
The lynxes have no tails, we know,  
But he will waste his time who thinks,  
By finding how to make them grow,  
He'll thus supply the missing lynx.

**FAVORS HIGH GEARS.**

League member No. 25,750 writes from Staten Island that six members of his club use 87½-inch gear and ride to the Delaware Water Gap with it every summer. These riders vary in age from thirty to sixty-five years, the average being forty-five, and from 138 to 220 pounds in weight. They prefer this gear to any other.

**A NOVEL REPAIR.**

"In the multitude of counsellors there is safety," and in safeties there are sometimes kinks which are hard to take out. The straightening (or, rather, replacing,) of bent front forks is often a perplexing problem to the layman.



The plan submitted herewith is commended, partly for its novelty, but also for its obvious efficiency.

The tools needed are few and easily obtainable,

**L. A. W. VALVE**  
**No Spring to Pump Against.**  
Plunger acts positively, independent of cap, thus making a double seal. Every valve guaranteed.  
**INSIST** on getting it in the Tires you buy, or, by mail, 15c.

To get one of these valves free, see our ad. on opposite page.  
**BONSILATE BOX CO., Hartford, Conn.**

**...The Bike Jockey Strap Suspensory**  
**JIMMY MICHAEL:**—I have tried every kind of Jockey Straps, but never found one before that fulfils my wants in every respect like "The Bike."  
Testimonials from Titus, Sanger, Kiser, Cooper, Gardner and many others.  
Mailed upon receipt of price.....\$1.00

**Sharp & Smith, Chicago.**

**WARNER CLINCHER**  
**FITS ANY RIM**  
**KANT KREEP**  
**STODDARD MFG. CO.**  
**DAYTON, OHIO, U.S.A.**

**TRUE AS THE GREENWICH TIME BALL.**  
**The BURDICK CYCLOMETER**  
POSTPAID, \$1.00.  
Simple, Accurate, Beautiful.  
We Guarantee it. Registers 10,000 miles.  
Send for Booklet, No. 59.  
**"MILLER" ALWAYS MAKES THE BEST.**  
NEW YORK STORE 28 W. BROADWAY.  
BOSTON STORE 63 PEARL STREET.

EDW. MILLER & CO., Meriden, Ct.

especially in the districts most remote from repair-shops.

Take a rope of about double the strength of a clothes-line, or use a clothes-line doubled; attach the rope ends to the two sides of bicycle frame at its junction with rear axle, passing it also around a tree, post, or other solid object.

Fasten another rope in a similar fashion to the ends of front fork; then, with a stick of wood, twist one of the ropes until the fork resumes its normal shape. The suggestion comes from Eden C. Eaton, an enthusiastic wheelman of Vincennes, Ind.



CYCLERS' SNAP SHOTS.—A WAYSIDE CABIN IN NEVADA.  
Photo. by Percy B. Lovell, Moorstown, N. J.

CYCLING's an knee-zy exercise.





## Don't Bind BICYCLE and GOLF GARTER.

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

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

## GIVEN AWAY

to every purchaser of a pair of these fine  
**CORKALINE CRIPS.**

with black composition tips, we will mail one of our L. A. W. Valves FREE. This offer is to introduce L. A. W. Valves to users. (For description of valve, see ad. on opposite page.)



**BONSILATE BOX CO., Hartford, Conn.**

By mail, 25 cts. per pair.



## THE UNEXCELLED SUPPORTER.

**BOYS!** Don't ride without one of our **Unexcelled Supporters.** It conforms to the body, giving perfect support, prevents chafing, and makes every saddle comfortable. **Adjusted without disrobing,** it is absolutely the **only supporter** that fills the bill. A trial will convince you and you will **never ride without one.** Mailed 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.**

## SPECIAL OFFER

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

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



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

## USE AND EFFICIENCY OF BRAKES.

It is an era of brakeless bicycles. The scorcher long ago stripped the brake from his machine, in imitation of the track racer; then the makers began to send out their lighter patterns without brakes; roadsters eventually followed and, finally, many drop-frames and juveniles were put out in the same way. The custom began with the craze for light weight at any cost, and it extended, partly because it saved some weight; partly because it removed a rather unsightly accessory from the machine, and partly because pneumatic tires are very susceptible to injury from the use of a brake.

After a brake has been used, and is removed from a machine, a rider realizes that he has placed considerable dependence on it, and finds that he is not very good at back-pedaling; but he quickly improves in this respect and gets fair control of his machine for ordinary riding. A very large percentage of the total miles ridden by wheelmen are on good and fairly level roads, on which a brake is seldom required. The more confident and venturesome riders use the foot in case of necessity, and so it has come about that many consider a brake a useless, cumbersome and annoying adjunct of a wheel.

But there are many localities in which it is necessary to hold back a machine more effectively than can be done by back-pedaling; grades on which the foot alone is unsatisfactory and dangerous, and where both feet should be on the pedals to aid and

1898  
**PATEE**  
**BICYCLE**  
**\$27.50**  
 Regular Price \$50

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., 61 Nassau St., New York City.**

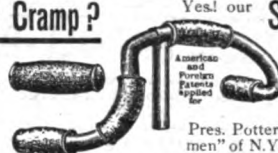
## Steel, Adjustable and Stationary Handle Bars

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



## Stop Cramp?

These fit any curve and any bar.



## Yes! our SPONGE RUBBER GRIPS

"PERFECTION" (for end) and "RELIEF" (for head)

**DO ENTIRELY.**

References:

Pres. Potter, Albert Mott, "Century Wheelmen" of N.Y., Phila, etc., Gracey, Bald, Waller, Rice, Pond, Warns, etc.

Plain Rubber 70c., Fabric cov'd 90c., Soft Leath. cov'd, \$1, delivered.

**VENTILATED GRIP CO., Newark, N. J.**

## A BICYCLE FACE

may be prevented by using...

**MRS. GRAHAM'S**

## Cucumber and Elder Flower Cream.



It prevents sunburn, tan and freckles, by using it before and after exposure to sun and wind. Also cures blackheads, pimples, and all eruptions. Renders the skin beautifully soft, white and clear. Price \$1.00. For sale at druggists, or sent, express prepaid, upon receipt of price. Send 10 cents for sample to

**MRS. GERVAISE GRAHAM, 1250 Michigan Ave., Chicago, Ill.**

relieve the regular brake which is attached to the machine. This is true, not only of hilly districts, but of most touring. In trips over strange roads a brake is always a convenience and a relief, and often an absolute necessity. As increasing numbers of wheelmen are learning that there are pleasures in cycling other than park and boulevard promenades, and make trips afield, they come to appreciate that the weight and appearance of an effective brake are as nothing beside its advantages.

In the first days of solid tires, brakes were universally used, and the great dispute over them was as to the relative merits of those for front and rear wheels. It was urged, on one hand, that the wheel that was driven should be the one that was retarded by the brake, and this seemed extremely plausible. Against this it was claimed that front-wheel brakes were more effective and also simpler. This proved to be the case, as can easily be demonstrated by anyone who will make the following simple experiment:

Take a ruler, a cane, or any similar piece of wood, and place it horizontally between the spokes of the rear wheel of a bicycle, close to the rim, just over the rear forks. Move the wheel carefully, so as to hold the wood firmly in place between spokes and forks. As the rear wheel cannot revolve, you now have a powerful rear-wheel brake, which prevents the wheel from moving without sliding. Grasp the saddle with the right hand and the handle-bar with the left, and push gently and steadily until the



All makes and models, must be closed out at once. New '97 models, guaranteed, \$9.75 to \$18; shopworn and used wheels, \$5 to \$12; swell '98 models, \$18 to \$35. Great factory clearing sale. Shipped to any one on approval without advance deposit. Handsome souvenir book free. by a little work for us. FREE USE of sample wheel to rider agents. Write at once for our special offer.  
**H. T. MEAD & PRENTISS, Chicago.**

**THE 1898 20th Century**  
BICYCLE  
HEAD-LIGHT & DRIVING LAMP  
CONSTRUCTION VASTLY IMPROVED  
In Greater Demand than ever.

### BURTON Automatic Adjustable HANDLE-BAR

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

### ASK YOUR DOCTOR

If you should ride the **CHRISTY SADDLE**. His answer will satisfy you—and surely us. Price, \$5.00. Booklet free.

NEW YORK **A. G. SPALDING & BROS.** CHICAGO

### ROLLER BLOCK DOES IT.



Makes your Wheel Run NOISELESSLY and Ten Per Cent. EASIER...

Fits Regular Sprockets.

Prepaid for \$2.50.

**THE THAMES CHAIN & STAMPING CO., Norwich, Conn.**

wheel slides along the floor about a foot. Note carefully how much power is required to do this.

Then, to obtain a corresponding front-wheel brake, place the wood in the front wheel behind the forks in a similar manner and push the machine again. The difference in effort required will be immediately noticed, apparently nearly twice as much being necessary in order to move the machine.

When a brake is on the rear wheel it is being drawn behind and will presently begin to slide, if enough force is applied. When it is on the front wheel, it is being pushed ahead, and has more of the effect of pressing against, or digging into, the ground. It requires more exertion to push an object than to pull it. A brake on the front wheel is more powerful than one on the rear, but either one may be made very effective, and the revolutions of either wheel be entirely stopped by it. The above experiment shows which one possesses the greater, though possibly superfluous, effectiveness.

The first pneumatics were large, heavy and tough, and were not so liable to injury as the lighter and thinner tires now used. The greatest drawback to-day to the use of most brakes is the danger of injuring, or even ruining, the tires. This danger, however, may be reduced to a minimum with tire brakes, if not wholly removed, if back-pedaling is mastered, so that a machine may be controlled by it under all ordinary circumstances, and then, by the exercise of caution, making it a practice to apply

### It's the Right Shape.



Any agent in the United States, by our direction, will let you have, on approval, one of

#### NEW MESINGER SPECIAL.

This saddle has a yielding side surface, which made the '96 Mesinger so popular. Combined with the new shape and Peach Blow color it makes it not only the most comfortable, but the handsomest saddle ever made. In Men's and Women's Sizes.

Price \$3.00.

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



### STERLING BELLS

ARE THE BEST...

All Styles and Sizes.

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



### LOOK LIKE A GENTLEMAN

AWHEEL AND AFOOT.

"Out of Sight" Guards protect trousers in natural shape.

Pair, postpaid, 10 cents. Agents wanted.

"O. O. S." TROUSER GUARD CO., Fall River, Mass.



### MAKES ITS ROAD.

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

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



### THE SECURITY COASTER

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

**DIVINE BROS., Utica, N. Y.**



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

the brake as gradually as possible, and never to do so suddenly and hard, unless in an emergency.

Owing to the form and necessities of bicycle construction, it is very difficult, if not impossible, to produce a brake which will combine all the good features that, *theoretically*, ought to be united in it. Fortunately, however, for practical purposes, all the requirements for an ideal brake are not absolutely necessary. The essential thing is to retard the revolutions of some revolving part of the machine, and thereby check or destroy its speed. The question is, how to accomplish this with the least trouble to the rider and danger of injury to the machine.

Much ingenuity has been shown of late in brake design and manufacture, indicating that earnest efforts have been made to combine in brakes all the valuable features that circumstances will permit, attention having been paid to the practical necessities of the case while considering the theoretically desirable points, which may be thus enumerated:

Efficiency—ability to completely retard the revolutions of the wheel.

Simplicity, durability, lightness, noiselessness.

Easily reached, operated and controlled.

Quickly applied and quickly liberated.

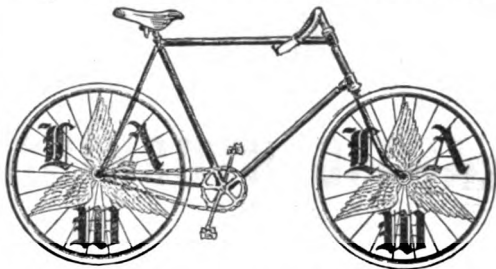
Will put no undue strain on any part of machine

Not operate on a part particularly susceptible to injury.

Not operate on a part whose injury would destroy the brake's efficiency.



## Decorate Your Wheel



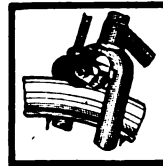
Do you want something fine for a parade? Then send for four of the mammoth L. A. W. Emblems, and put one on each side of each wheel. They are just the diameter of a 28-inch wheel inside the rim.

Directions: Cut a hole in center to fit around the axle, then make straight cut along one of the spokes. This will enable you to place the emblem in position, and by allowing the edges to slightly overlap it will fit the "dish" of the wheel. Beginning near the cut, and about one-half inch from rim of wheel, sew with a coarse, black thread through the two sheets of paper, bringing them together against the spokes. You will be surprised at the attractiveness of a wheel decorated in this way.

We will mail these huge emblems, postpaid, from the Bulletin Office, on receipt of 25c. for one, and 10c. for each additional copy ordered at the same time.

## TIRE SCRATCHED?

The Rubber Spool Spins.



Sand and old style brakes usually do it. Could n't happen if you had a

### FAULTLESS ROLLER BRAKE,

for the rubber spool spins all dirt and sand off tire. It's swift, sure and reliable.

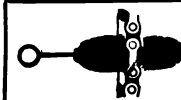
Hand Brake (complete with lever) \$2.50.  
Foot Brake, \$1.25. Coasters 25 cts. extra.

Attachable to any bicycle.

We'll supply you if your dealer has n't them.

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

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



**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**

## ROAD MAPS

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

**LEAGUE TIRES** Get There and Get Back,  
25 PARK PLACE,  
NEW YORK.

Not oblige rider to lessen his control over machine in order to apply it.

Cause no friction when not in use.

There are so many varieties and styles of brakes in the market that it is not easy to group them in such a way as to distinctly indicate all their essential features, but those that occur to us may be roughly classified as follows:

BRAKES acting on	EITHER TIRE.	<i>Spoon</i> —Applied by Lever on Handle-Bar. Metal, Rubber, or metal lined with leather or rubber.
		<i>Plunger</i> —Same as spoon.
		<i>Roller</i> —Applied by Lever on Handle-Bar or by foot. Wood or rubber.
		<i>Foot</i> —Applied by Lever Arm on Frame of Rear Wheel or direct by Foot on Front Wheel. Metal, or metal lined with leather or rubber.
		<i>Pneumatic</i> —Applied by Bulb on Handle-Bar. Inflatable Rubber Bulb.
	REAR TIRE.	<i>Automatic</i> —Applied through Lever Arm on Frame by Back Pedaling. Metal, or metal lined with leather or rubber.
		<i>Automatic</i> —Metal plates forced together by Back Pedaling.
	HUB.	
	RIM.	<i>Clamp</i> —Applied by Lever on Handle-Bar. Blocks pressing against sides of Rim.
	CRANK AXLE.	<i>Coil Spring</i> —Applied by turning Handle-Bar Grip. Spring tightens on Crank Axle.
	DRUM.	<i>Band</i> —Applied by Lever on Handle-Bar. Steel Band, lined with leather.

### The Eye of Envy.

It's nice to be pious and proper and true  
And know there's a golden harp waiting for you,  
But we've wondered at times if it is n't more fun  
To be a sly sort of a "son-of-a-gun."

### WHAT IS "HIGH-GRADE"?

We are often asked, but it is not so easy to answer.

When does a lamb become a sheep?

It is easy to tell a young lamb from an old sheep, but exceedingly difficult to tell an old lamb from a young sheep.

"High-grade" has become a very elastic term. For the sake of getting the matter off our mind and going on with easier work, we would say that a high-grade bicycle is one that is well designed and is made throughout of good material, and put together by skilled mechanics, — in other words, a wheel that is comely to look upon and strong enough for perfect safety.

The wide difference of opinion as to what is best in many bicycle details makes a specific answer to the above question impossible.

If the morning after a day's pleasure outing came the evening before, most of those who go would stay at home.

THE care-burdened man will find that a pleasant cycle ride will enable him to "roll dem clouds away."

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



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

**"MY OWN" CYCLES** WITH Patent Combined Automatic Coaster and Brake... Coast with pedals stationary and feet on them. Nothing so fine since invention of pneumatics. From Factory straight to Rider below jobbing prices. No Trash. No Job Lots. Send for Catalogue and Special Offer.  
**F. S. BEAVIS, 52 B Street, Peoria, Ill.**

### Easy to Remember.

If on your wheel  
 You'd be genteel,  
 Five things observe with care:  
 What wheel you ride,  
 With whom you ride,  
 And how and when and where.

### FOR A BROKEN NECK-TUBE.

One of the most difficult breaks to fix up on the roadside with any sort of a temporary repair is that of a neck-tube. As it occurs inside the head, there is no way to get directly at the sides of the broken tube. That it can be temporarily strengthened, however, is shown by what No. 133,756 accomplished on the road, and was thereby able to ride ten miles to his home.



His neck-tube broke three inches above the fork-crown. Turning the wheel over, he fitted a stout stick into the tube, and drove it up beyond the break, but this did not make it stiff enough for use. He then obtained from a sawmill two pieces of oak, about half an inch by an inch, and some strong twine coated with tar. He lashed the sticks to the fork sides and handle-bar, as shown in the cut, tying them very firmly to bar, fork-crown and fork side. This plan enabled him to ride home, with care, though the lack of perfect rigidity produced the sensation of having a spring fork.

Road books, when furnished, come from your state officers. A list of all state secretaries and chief consuls is printed in the official department of this paper about every fourth week.

The Massachusetts Road Book, with maps, for '98, is now being mailed promptly to all who join or renew. It is an elaborate and very comprehensive work.

Cork handles may be cleaned with soap and water so that they will look as good as new, says No. 66,975.

ECONOMY is an art. Even a little postage-stamp may be made to go a great way.

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

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

## ELASTIC STOCKINGS

Knee Caps, Anklets, etc. Special prices to bicyclists. Send for price list to manufacturer, L. H. SCOTT, 315 Main Street, Worcester, Mass.

### A HOT PACE.

I have heard (says a writer in a Birmingham paper) the tale of the cyclist who lost control of his machine down the Hermitage Hill at Bridgnorth, went full speed to the bottom, smashed into the foot-path, was pitched over the handles through the open window of the hotel there, and, landing on his feet, calmly asked the astonished barmaid for a pint of bitter. But a Birmingham cyclist assures me that last week he had a similar sort of accident. He was riding at a good speed on the tram lines, and gradually overtook a car that was in front of him. Just as he intended swerving on one side a horse and cart turned in from a side street and filled up the space. He was going too fast to stop, and had no time to pull to the other side, so that he ran full tilt into the back of the tram. The shock threw him right over the handles, and, just clutching the rail, he managed to alight safely on the platform of the tram. It was a narrow escape, and the bicycle suffered, but the gem of the whole thing was the action of the conductor. He was equal to the occasion, for, producing a ticket and punch, he calmly demanded the fare. — *Scottish Cyclist.*



CYCLERS' SNAP SHOTS. — SURF AT CAPE ELIZABETH.

Photo. by E. L. Cobb, East Deering, Maine.

In Orange county, N. Y., the Board of Supervisors have "designated 141 miles of roads within its boundaries for improvement."

Does "working" a man make him cultivated?



# WHAT DO YOU THINK?

WINNERS FOR MAY 20, 1898.

First.—GEO. H. LEACH, Campello, Mass.

Second.—A. F. MOSES, Cambridge Springs, Pa.

Third.—GEO. J. GILBERT, Detroit, Mich.

The business winner never sleeps,  
But some new feature is devising;  
For the dealer who's in trade "for keeps"  
Is the one that keeps on advertising.

A man with his hand in his pocket is a most interesting object,—

Especially to the merchandiser who has goods to sell.

Did you ever notice in your own case how little it sometimes takes, finally, to decide certain questions?

A beggar once accosted a benevolent-looking old gentleman and asked him for alms.

The b.l. o. g. at once put his hand in his pocket, and the beggar, in anticipation of a liberal donation, said:

"May the blessing of God ever follow ye—"

And, on seeing his supposed benefactor take out his snuff-box instead of his purse, added,—

"And never get within a hundred miles o' ye."

The hand of every citizen is—metaphorically, at least—in his pocket;

And in the majority of those pockets there is more or less money.

Money, in itself, is of no value whatever. No person who has money would take the trouble to keep it a minute except that he intends now or hereafter to buy something with it.

That is its only use.

How many people have already decided what to buy next year or even next week or to-morrow? Very few.

Advertising is what does the business.

How important, then, that readers should be well impressed at first sight!

A good advertisement is like a pleasing salesman: it gives an attractive introduction to the goods.

The L. A. W. BULLETIN wants to get the best possible results for its advertisers.

Hence, we offer *you* an inducement to give *your* opinion of what advertisements most attract *you*.

See proposition on this page.

If you've a thing you'd like to sell,  
If you've a fact you'd like to tell  
Three hundred thousand wheelmen,—well!  
Don't let it further trouble you;  
Just send your advertisement here,  
And in this paper 't will appear.  
We'll let you shout in every ear  
In all the L. A. W.

Good goods at fair prices;  
Courteous treatment and honest dealing;  
These are the best kind of advertising,—  
But useless until the customer knows something of the advertiser.

The man who is the wisest "ad" der  
Climbs highest up the business ladder.

## HOW TO PROCEED.

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, BOSTON, MASS.  
June 10.

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

# MANSON'S SECOND AWARD

In Verse Contest, is given to

**A. C. WEEKS, 34 Broad St., New York City.**

JUNE 3d, 1898.

THE MANSON CYCLE CO.,  
 153-155 W. Jackson St.

*Gentlemen,*— Since making the award of the \$75 bicycle offered by your Company for the best four-line verse or verses not to exceed four in number, extolling the merits of the "Manson Three Crown" bicycle, I have received several protests from other competitors arguing that the verse selected by me did not comply with the terms of your advertisement, for the reason that it did not contain all the words mentioned in the Ad., to-wit: "Manson Three Crown Bicycle, Model 33, Seventy-five dollars."

Upon reading the advertisement closely I find that such a construction is a somewhat reasonable one, and I believe from the number of letters I have received that the great majority of the persons who competed deemed it necessary under the rules of the contest to use all these words quoted.

So numerous as well as unmetrical a combination of words, naturally made it a more difficult task to write a four-line verse containing all the words than to write a four-line verse extolling the merits of the wheel but not containing all the words mentioned as was the case in Mr. Sanders' verse.

I called your attention to this fact some days ago, and you, recognizing that it placed me in a somewhat embarrassing position, very generously agreed to give another bicycle of the same pattern and price as the one offered in your Ad. to be awarded to the person submitting the best four-line verse or verses not to exceed four in number of four lines each, extolling the merits of the wheel and containing all the words used in your advertisement as before mentioned. This relieves me very much, and shows a disposition on the part of your Company to be exceedingly honest and fair in this matter.

On a rereading of the verses submitted, with a view of ascertaining the best verse or verses complying with the terms of your advertisement under the construction adopted by a majority of the competitors, I have come to the conclusion that the verse submitted by Mr. Archibald C. Weeks of 34 Broad Street, New York, is entitled to the prize. The verse reads as follows:

"The bicycle for me is Model 33

Of the pattern called the Manson 3 Crown  
 'T is the neatest, fleetest, seen, it will suit fat or lean,

And only five and seventy dollars down."

This verse is a very ingenious as well as metrical combination of all the words used in your advertisement, and is far and away the best four-line verse submitted containing the full quota of words.

Thanking you again for your promptness in offering the second bicycle, and thus relieving me from any imputation of unfairness or neglect, I am

Very truly yours,  
 Wm. H. ARTHUR, Chief Consul,  
 Ills. Div., L. A. W.

## NOTICE to L.A.W. Members and Non-Successful Contributors in Verse Contest.

30 BROAD STREET,  
 NEW YORK CITY.

June 6, 1898.

STERLING ELLIOTT, ESQ.,  
 530 Atlantic Ave., Boston:

*Dear Sir,*—The Manson Cycle Company, of Chicago, Ill., have notified me that the award of the second prize (a Manson 3-Crown Bicycle), in their four verse contest has been made to me. An inspection of their wheel at Wilson Bros., 119 Chambers St., New York, satisfies me beyond question that it combines the excellent features of all the various makes, as well as superior merits of its own, and I have no hesitation in saying that it unquestionably deserves the encomiums contained in the verses of the twenty thousand competitors.

Yours respectfully,

ARCHIBALD C. WEEKS.



Observe the Points.

Notice

the eccentric

which gives you

2½ or 3 inch drop.

## We are the Originators of the 3-Crown Model.

IF YOU HAVEN'T BOUGHT YOUR '98 MOUNT YET, WE HAVE  
 SPECIAL INDUCEMENTS FOR JUNE BUSINESS.  
 WRITE FOR PARTICULARS.

## MANSON CYCLE CO., 153-155 W. Jackson Street, Chicago.





JOE LINCOLN.

Summer nights at Grandpa's, — ain't they soft and still!  
Just the curtains rustlin' on the window-sill,  
And the wind a-blowin', warm and wet and sweet —  
Smellin' like the meadows or the fields of wheat;  
Just the bull-frogs' pipin' in amongst the grass,  
Where the water 's shinin' like a lookin'-glass;  
Just a dog a-barkin' somewheres up along,  
So far off his yelpin' 's like a kind of song.

Summer nights at Grandpa's, — hear the crickets sing,  
And the water bubblin' down beside the spring;  
Hear the cattle chewin' fodder in the shed,  
And an owl a hootin' high up overhead;  
Hear the "way-off noises," faint and awful far —  
So mixed-up a feller don't know what they are,  
But so sorter lazy that they seem to keep  
Sayin' over 'n' over, "Sonny, go to sleep."

Summer nights at Grandpa's, — ain't it fun to lay  
In the early mornin', when it's gettin' day —  
When the sun is risin' and it's fresh and cool,  
And you're feelin' happy coz there ain't no school? —  
When you hear the crowin' as the rooster wakes,  
And you think of breakfast and the buckwheat cakes;  
Sleepin' in the city's too much fuss and noise,  
Summer nights at Grandpa's are the things for boys.

### THE PROPER LEG-REACH.

Our attention has been called to the advice given by a member in a recent number of the *L. A. W. BULLETIN* to the effect that when a rider's knee is straight, his heel should be an inch below the top of the pedal when it is at its lowest point, and the endorsement of this view which was given in commending the principles laid down in the article.

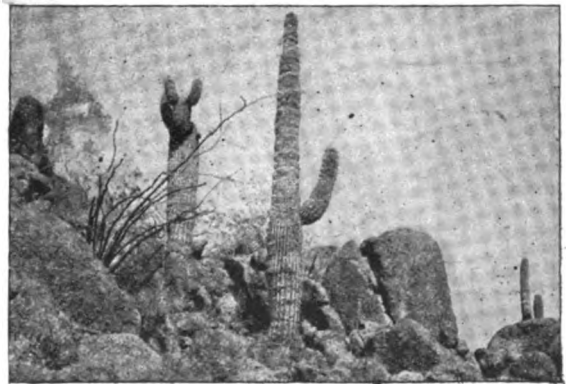
The "correct" reach for a rider, or what is commonly exploited as such, changes from time to time, and is a varying quantity with a large number of wheelmen who constantly adopt the latest fad and follow the newest fashion. It would seem that every cyclist would learn what reach suited him best and stick to it, but such is not the case. When fashion demanded as high frames as possible, two years ago, many riders used reaches as much too long for them as was done on the "ordinary" when each one sought to use the biggest possible size, and now that fashion demands low frames and short reach, those who want to be strictly "up to date" are riding with a reach correspondingly too short.

For racing purposes, and high speed generally, it is true that the knee should never straighten by a perceptible amount, but this does not apply with equal force to ordinary road riding, or speeds up to fifteen miles an hour. Of course, in no kind of riding should the knee become perfectly straight, but to have much of a bend in it when the pedal is at the lowest point is unnecessary and useless as well as tiring for many riders; it offers no actual advantages, except for speeding, and it gives an awkward knee action, which is particularly noticeable with women.

We believe that the rule commonly employed is the best one yet discovered for a large majority of cyclists: When the rider is correctly seated and the pedal is at the lowest point, the heel should just rest comfortably upon it.

### ON EXERCISE AND TRAINING.

"Practical Training for Athletics, Health and Pleasure," by Randolph Faries, A. M., M. D., is an unusually excellent work. It covers, in a very systematic, clear and interesting manner, all points in connection with general training for athletic sports, and also devotes separate chapters to each of the special forms of competition ordinarily indulged in. But, more than this, the work is of importance to every person who is interested in the promotion and establishment of his health. It is not technical, nor burdened with rules; but it is lucid and entertaining in its treatment of all phases of the subject, from ordinary health and general exercise to special training for specific events. Its author has been a successful athlete, and is now Director of Physical Education in the University of Pennsylvania. Received from the Outing Publishing Company, New York.



CYCLERS' SNAP SHOTS. — ARIZONA CACTI.

Photo. by H. E. Van Duyne, Kingman, Arizona.

### DON'T LOAN YOUR TICKET.

A member who loans his ticket for the purpose of allowing one who is not a member to receive some advantage intended only for L. A. W. people, is liable to be expelled.



### FIFTEEN YEARS OF CYCLE COSTUME.

The influence of the bicycle upon feminine apparel bids fair to be no less important than it has already proved to be upon standards of thought and action and ways of living. The new force has done much to make life more natural and charming and, in particular, is aiding in the emancipation of women from a great deal that was prudish, formal and affected.

When a few courageous women began to ride the tricycle, fifteen years ago, despite the frowns of society, they used an ordinary street costume, or some slight modification of it which, at times, took the form of a skirt made extra long behind, in order to hide the ankles. So things ran along for a few years, and the public had hardly grown accustomed to the idea, or familiar with the sight, when the safety bicycle came — and woman adopted it. The community was again unutterably shocked, but woman recognized the sign of her enfranchisement, and she would not be denied.

The bicycle showed the need of a simpler and more suitable costume than had been used — something "rational," in the sense that it adequately met the necessities of the situation. All manner of designs were made; queer, crude and curious costumes were constructed; but they were soon discarded, while continued experiment led the way to the styles at present in use. As the best so far tried, everything considered, these are the most "rational," though the association of that term with the absurd and *outré* affairs that have at times been proposed has given it a rather disagreeable flavor.

Nearly fifty years ago a dress "reformer," Mrs. Bloomer, attempted to introduce in the West such a costume as is shown at 9 in the centre of the opposite group, and her followers endeavored to popularize strange modifications of it in the East — one variety being full masculine attire with short skirts over it reaching to the knee. This picture was published in a pamphlet in 1851, and since then loose, baggy trousers, for men or women, have been designated "bloomers."

A view of the dangerously long skirts that were used on tricycles, and on bicycles at first, is found in No. 16; but when women began to take to the wheel in increasing numbers, four years ago, they found that a change was necessary, and all sorts of costumes were proposed with a view to increasing comfort and safety. Picture 1 shows a practical effort, while 6 represents a clumsy attempt at utility.

A rather natty costume is that given in 2, which was tried soon after. About the same time, 3, 5 and 13 appeared, and possessed great merit, but the tendency then was more along real "bloomer" lines, and these did not get the attention they deserved. In "gay Paree" the more sedate forms were such as 7 and 4, while the more distinctively Parisian, perhaps, are 12 and 14.

For a time it was thought that divided skirts would surely become popular, and costumes such as 8 were well received, and then "bloomers" of vari-

ous styles, some more or less covered by a long coat, such as 11 and 15, were strongly advocated.

The only remaining picture is 10. This shows the "knickerbocker" costume as worn, praised and urged for adoption by a few enthusiasts. A fatal defect was that, though practical enough, it brought down the sexes to a common level of appearance and too much obscured the distinctive charms of feminine personality; thus it could find favor with neither man nor woman.

After almost endless changes and many curious vicissitudes, the popular costumes of to-day are but modifications of those shown in 3, 5 and 13, which first appeared several years ago.

### AUNT LUCINDA'S COOKIES.

NIXON WATERMAN.



BAKER, you haven't, in all your shop,  
A cookie fit to be tried,  
For the art of making them  
came to a stop  
When my Aunt Lucinda died.

I can see her yet, with her sleeves uprolled,  
As I watch her mix and knead  
The flour and eggs, with their yolks of gold,  
The butter and sugar, just all they'll hold,  
And spice them with caraway seed.

Oh, that caraway seed! I see the nook  
Where it grew by the garden-wall;  
And just below is the little brook

With the laughing waterfall.

Beyond are the meadows, sweet and fair,  
And flecked with the sun and shade;  
And all the beauties of earth and air  
Were in those cookies, so rich and rare,  
My Aunt Lucinda made.

So, add one more to the world's lost arts,  
For the cookies you make are sad,  
And they haven't the power to stir our hearts  
That Aunt Lucinda's had;  
For I see her yet, with sleeves uprolled,  
And I watch her mix and knead  
The flour and eggs, with their yolks of gold,  
The butter and sugar, just all they'll hold,  
And spice them with caraway seed.



**Century Road Map of Cincinnati and Vicinity.** ALFRED KNIGHT, Cincinnati, Ohio.

**Photograph Wanted** of the Buffalo Meet, July 3, 1885. State price. Address BULLETIN OFFICE.





### VALUABLE ROAD LITERATURE.

An interesting and complete exposition of the Higbie-Armstrong Good Roads Bill which became a law of New York on March 24, has been written by Mr. Armstrong for the Rochester *Post-Express* and appeared in five parts in that paper. It has now been reprinted in pamphlet form and constitutes a valuable addition to road literature. It gives the Act itself, with the forms for the petitions and resolutions provided for in the Act; it explains the provisions of the law and the reasons for them; it shows the cost for a town per dollar of assessed valuation; and it figures out how much it would cost a given town to build five miles of improved highway, how much aid it would receive and how much it would cost the other towns of the county to give this aid. The State Division, L. A. W., will distribute 50,000 copies.

"A Short Sketch of the Road Improvement Effort in New York, its Results, the Highway Legislation Obtained and Suggestions Thereunder" is the title of a pamphlet issued by the State Road Improvement Association. To it is appended Mr. Armstrong's exposition of the law described above. It also explains the Fuller Bill, which provides that the State shall distribute to such towns as adopt the money system of highway taxation an amount equal to twenty-five per cent. of the money tax levied in such town, the same to be used toward permanent improvements.

As its "Valedictory," the Association announces that it has substantially accomplished its purpose in this recent road legislation; it is, therefore, unnecessary to continue its organization, and its members and friends are advised to form local leagues.

### REGULATES WETTING THE STREETS.

In order to control excessive use of water on the streets of Providence, the city ordinances relating to street sprinkling have been amended so that a fine varying from two to twenty dollars may be imposed on any person throwing, pouring or sprinkling water on any street, highway or public grounds after he has received notice in writing to that effect from the Commissioner of Public Works. An inspector keeps a close watch for offenders.

### FUNCTIONS OF THE HIGHWAYS.

The antiquity of good roads, as well as their functions and usefulness, was set forth by G. E. Johnson, of the Louisville *Courier Journal*, in the paper read before the Kentucky Commercial Convention. He said, in part:

"Since the day when Appius Claudius Cæcus built the Appian Way from Rome to Capia; since the day when the children of Israel crossed the Red Sea on a divinely-constructed dry turnpike, and the Egyptians were swallowed up in the mud road into which this turnpike was suddenly transformed—since these historic events, all the world has known that good roads are essential to prosperity. . . .

"In the human body there are thousands of tiny arteries through which the blood is conveyed to and from the seat of life,—the heart. Clog up these arteries, let the rainy weather of disease make them impassable, and the heart, controlling the whole system, ceases to properly perform its functions. Fail to repair these tiny turnpikes with the proper medicine, and the heart stops work altogether. Roads are the tiny arteries that bring prosperity to the town or city. Clog them up with mud, let them get rough and rutty, impassable during certain periods of the year, and prosperity leaves that town or city, disintegration sets in, and in a short time the census reports show that more people have died or left the place than have been born or moved into it. . . .

"Much has been done in Kentucky in the matter of good roads in the past, but still the greater part of the State is wallowing in mud for several months in the year, and pulling over hills and ruts the remainder of the time. We have not got so far as State Aid yet, but now is a good time to begin agitation by way of preparation for the next meeting of the General Assembly, when a good measure can be introduced."

### A "WAIL" FROM MAINE.

A League member, No. 122,826, writes from Maine complaining of the condition of the road from Ellsworth to Mt. Desert Bridge, over which many hundreds of wheelmen travel during the season at Bar Harbor. It is now "literally covered with small, round rocks and it requires a skillful driver to keep a horse on his feet, and an accomplished wheelman could not ride the road after dark." What work has been done on the road has only made it worse.

The Legislature of New York duly appropriated the \$50,000 which will enable work to begin under the new Good Roads Law.

"The road is as much an instrument in the business of farming as any other used in taking from the soil what is laid down in the market."

No community, no matter how rich and prosperous, can afford to build expensive roads, and then allow them to be cut to pieces by narrow tires.

# League of American Wheelmen

... Official Department ...

ABBOT BASSETT, Editor.

## Officers for 1898 and 1899.

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

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

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

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

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

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### Executive and Finance.

THE PRESIDENT AND VICE-PRESIDENTS.

### Membership.

ROBT. H. SCOTT, Fairlee, Vt.

### Rights and Privileges.

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Baltimore, Md.

### Rules and Regulations.

E. KOSTOMLATSKY, Cedar Rapids, Ia.

### Highway Improvement.

OTTO DORNER, Milwaukee, Wis.

### Transportation.

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

### Racing Board.

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

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

HERBERT W. FOLTZ, Indianapolis, Ind.

W. I. DOTY, Denver, Colo.

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

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

### Local Organization.

WALLACE SHERWOOD, Indianapolis, Ind.

## DIVISION OFFICERS.

Consuls and agents should draw upon division officers for supplies of application and renewal blanks, and for League literature of all kinds. Postoffice addresses will be found below:

ALABAMA. Chief Consul, Alex McLeod, Birmingham. Secretary-Treasurer, John A. Snider, Birmingham.  
ARKANSAS. Chief Consul, Geo. W. Thomas, Texarkana. Secretary-Treasurer, Sam S. Solinsky, Box 731, Texarkana.

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

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SOUTH CAROLINA. Chief Consul, H. M. Fisher, 48 Rutledge Ave., Charleston. Secretary-Treasurer, Joseph 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 Hotter, 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, McGeech 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 request 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.



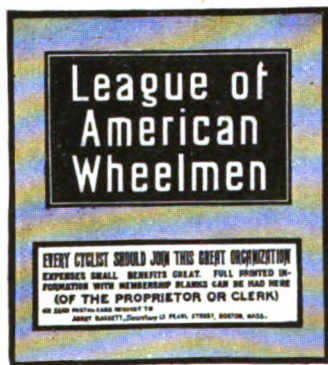
## RENEWAL LIST NO. 22.

Including renewals from May 31 to June 4, inclusive.

Alabama	New Jersey	265
Arizona	New Mexico	
Arkansas	New York	562
Colorado	2 North California	3
Connecticut	55 North Carolina	
Delaware	7 North Dakota	
District Columbia	15 Ohio	86
Florida	1 Oklahoma	
Georgia	1 Oregon	6
Idaho	Pennsylvania	388
Illinois	Rhode Island	48
Indiana	60 South California	
Iowa	4 South Carolina	4
Kansas	25 South Dakota	16
Kentucky	12 Tennessee	
Louisiana	25 Texas	4
Maine	12 Utah	
Maryland	25 Vermont	7
Massachusetts	501 Virginia	
Michigan	46 Washington	
Minnesota	4 West Virginia	2
Mississippi	4 Wisconsin	34
Missouri	17 Wyoming	
Montana	4 Canada	
Nebraska	17 Foreign	1
Nevada	Mexico	
New Hampshire	48 Indian Territory	
		2,296

## TO ALL LEAGUE MEMBERS:

These are trying times. Many of our old members have gone to the war, and many others are so absorbed with the rush of events that they are forgetting to renew their membership. Good recruiting work done in the face of these conditions will be a real credit to us. Every faithful member of our organization should be willing to do something in a small way for its support. I will suggest an easy and effective way. We have thousands of little card "hangers," only about six or seven inches square, printed in red, white and black, each having an eyelet to enable you to hang it on a tack or pin in your office or place of business. The annexed cut gives you a fair idea of its appearance. I



ask every one of you to send a postal card to Secretary Bassett (Russia Building, Boston, Mass.), requesting him to send you one or more of these hangers, and I ask you to hang each in a conspicuous place where wheelmen will see them. Mr. Bassett will also send you a quantity of membership blanks to enable you to receive applications for membership and forward them to the Boston office. If you believe in the movement for good roads and in the many dignified and earnest works which our organization is accomplishing for the benefit of wheelmen, I beg of you to attest your loyalty by a little earnest personal work.

Fraternally yours,

ISAAC B. POTTER, President.

## RHODE ISLAND DIVISION.

By a mail vote of the Board of Officers of this Division the following resolution was unanimously adopted: *Resolved*, That the renewal dues of members of this Division who have enlisted for service in the U. S. army and navy in the present war with Spain be paid out of the Division treasury during their service.

NELSON H. GIBBS, Sec.-Treas.,

R. I. Division, L. A. W.

## OHIO DIVISION.

1,519 memberships in Ohio expired during the past three months, and only 957 have so far renewed. Surely the balance have not all gone to war! We will need good roads after the war is over even more than we do now. Each Consul has a list of those expiring in his vicinity. Can't you make a special effort this week?

Sorrowfully,

WILLIAM D. KEMPTON,  
Chief Consul.

JUNE 3, 1898.

## MASSACHUSETTS DIVISION.

The Suffolk Bicycle Club announces the appointment of Frederick B. Munro to the Division Board in place of Harry C. Brooks, resigned.

ARTHUR K. PECK, Sec.-Treas.  
BOSTON, June 6, 1898.

## OHIO DIVISION.

## MONTHLY MEMBERSHIP LIST.

June 1, 1897, 2,359; June 1, 1898, 2,844; increase, 485. In the following list of places having ten or more members on June 1, 1898, the stars (\*) indicate an increase during May:

*Cincinnati,	431	Marysville,	22
*Cleveland,	261	Norwalk,	22
*Toledo,	174	East Palestine,	21
Columbus,	157	Lima,	21
*Canton,	122	Bucyrus,	19
Dayton,	119	Tiffin,	19
Marietta,	80	Youngstown,	19
Steubenville,	68	Athens,	18
*Xenia,	55	*Salem,	17
Chillicothe,	50	Lancaster,	15
*Portsmouth,	50	*Middletown,	15
*Springfield,	50	Oberlin,	15
*Fostoria,	47	*Uhrichsville,	14
Zanesville,	44	Cadiz,	13
Fremont,	41	Ashtabula,	12
Akron,	39	*Conneaut,	12
Ironton,	37	Massillon,	11
Bradford,	33	*New Richmond,	11
*Mansfield,	27	Sandusky,	11
*Hamilton,	25	Wellington,	11
Gallipolis,	24	*Gibsonburg,	10
London,	22	Martin's Ferry,	10
		W. C. MUNRO, Sec.-Treas.	

CINCINNATI, June 1, 1898.

## PENNSYLVANIA DIVISION.

At the semi-annual meeting of the Board of Officers, to be held at Allentown, on July 2d, I shall submit the following amendment to Article 2, of the By-Laws: Proxy voting shall not be admissible at either the meetings of the Board of Officers, or at Division meetings.

P. S. COLLINS, Sec.-Treas.

## IOWA DIVISION.

I have this day made the following additional appointments of local consuls:

Moulton	W. E. Blosser
Hudson	Charles C. Cassaday
Dubuque	Charles Van Horn
Sioux City	W. W. Bowser
"	M. J. Sweeley
Des Moines	H. F. Gross
East Des Moines	Harry Oliphant
	A. C. MILLER, Chief Consul.

DES MOINES, IOWA, May 28, 1898.

## KANSAS DIVISION.

The Twelfth Annual Meet of the Kansas Division, L. A. W., will be held in the city of Salina, on Monday and Tuesday, July 4th and 5th. The business meeting will be held Tuesday, 5th, at 10 A. M., for consideration of reports and nomination of officers.

W. C. F. REICHENBACH, Sec.-Treas.  
TOPEKA, KAN., May 25, 1898.

## COMMITTEE APPOINTMENTS.

The following additional appointments are hereby announced.

## Highway Improvement Committee.

Chairman Dornor's associates on this committee will be as follows:

A. B. Choate,	430 Temple Court, Minneapolis, Minn.
Hibberd B. Worrell,	Philadelphia, Pa.
W. A. Connelly,	Danville, Ill.
Percy H. Richardson,	122 1/2 Exchange st., Portland, Me.
Prof. D. B. Luten,	Purdue University, Lafayette, Ind.
G. Richmond Parsons,	Providence, R. I.

## Rules and Regulations.

The following-named gentlemen are appointed to serve with Chairman Kostomlatsky on this committee: Chas. W. Barnes, care Topeka Daily Journal, Topeka, Kan.

Walter H. Chubb, Cleveland, O.

ISAAC B. POTTER, President.

## RACING BOARD BULLETIN.

BALTIMORE, May 25, 1898.

Referees of National Circuit Meets should mail a report to the chairman immediately on the close of the Meet, and incorporate in it the score of the National Championship race.

The following is the score in the National Championship: Gardiner, 17. O. Stevens, 9. Eaton, 8. Tom Butler, 6. Mertens, 5. McFarland, 4. Major Taylor, 4. Cooper, 3. Nat Butler, 3. Becker, 2. Bowler, 2.

Referees must enforce the rule that sanctions and permits must be posted at the tape, in sight of the men. Racing men are warned that to start at a meet without seeing the sanction, or in an event which requires a permit without seeing the permit, is at their own risk.

The suspensions of Clarence A. Elliott, Wilmington, Del., and Sam Goldberg, Kalamazoo, Mich., have expired.

The suspensions of Robt. A. Lyon, Leominster, Mass., expired May 28; T. M. Drolesbaugh, Bucyrus, O., May 29.

## Transferred to the Professional Class.

Sam Bowen, Memphis, Tenn., own request

## Suspension Removed.

Barrett Dodge, Chas. Prickett, Walter P. Rooney, Roger Stallings, Willie Horkan, Monro Dicks and Fred Kerr, Augusta, Ga.

## Suspended Pending Investigation.

Gus Brown, Griffith, Ga.; Ed. Smith, Will Marty, Shelby, O.; Geo. I. Kreamer, Bert Repine, Eli Winesett, Memphis, Tenn.

E. H. Emrick, H. Smith, Roland E. Louck, Richmond, Ind.; Geo. Miller, Walter Perry, Warren, O., are suspended from all road and track racing to June 9, 1898, for riding in unsanctioned races.

## Registered.

No. 2034.	Clint Coulter, Chicago, Ill.
No. 2035.	A. E. Darlow, Cambridge, Mass.
No. 2036.	W. E. Tenzler, Broad Brook, Conn.
No. 2037.	J. T. Kelleher, Springfield, Mass.
No. 2038.	Jas. Urquhart, Dorchester, Mass.
No. 2039.	A. B. Stone, Denver, Colo.
No. 2040.	A. A. Jackson, Lynn, Mass.
No. 2041.	Oscar Julius, Sweden.
No. 2042.	A. T. Crooks, Buffalo, N. Y.
No. 2043.	H. E. Caldwell, Manchester, N. H.
No. 2044.	J. Ruel, Newark, N. J.
No. 2045.	E. Reynolds, Chicago, Ill.
No. 2046.	Oscar Hedstrom, Brooklyn, N. Y.
No. 2047.	L. R. Lefferson, Asbury Park, N. J.
No. 2048.	F. R. Warren.
No. 2049.	R. A. Miller, New York.
No. 2050.	Oscar Aronson.
No. 2051.	F. A. Blanchard, Bridgeport, Conn.
No. 2052.	Geo. Fulford, England.
No. 2053.	P. Wheelock, England.
No. 2054.	H. O. Glorieux.
No. 2055.	J. E. Walsh, Waltham, Mass.
No. 2056.	Otto Mayo.
No. 2057.	J. J. Eagan.
No. 2058.	H. B. Hills, Jr., Providence, R. I.
No. 2059.	Everett W. McVicar, Marlboro, Mass.
No. 2060.	Thos. P. Sullivan, California.
No. 2061.	Clinton Davis, Buffalo, N. Y.
No. 2062.	R. L. Wehrle, So. Norwalk, Conn.
No. 2063.	Fred S. Pry, Waverly, Mass.
No. 2064.	C. A. Keating, Waltham, Mass.
No. 2065.	Francis A. Gately, Boston, Mass.
No. 2066.	J. Henry Fitzgerald, Manchester, N. H.
No. 2067.	Mac. J. Dewitt, Rochester, N. Y.
No. 2068.	A. H. Haight, Rochester, N. Y.
No. 2069.	F. Higgins, Buffalo, N. Y.
No. 2070.	B. Cleveland, Buffalo, N. Y.
No. 2071.	W. Cleland, Buffalo, N. Y.
No. 2072.	Charles Werrick, Buffalo, N. Y.
No. 2073.	W. H. Hicks, Jr., Brooklyn, N. Y.
No. 2074.	F. F. Goodman, New York
No. 2075.	H. P. Mosher, New York.
No. 2076.	G. I. Kreamer, Chicago, Ill.
No. 2077.	M. Appar, Madison, N. Y.
No. 2078.	Karl Thome, Louisville, Ky.
No. 2079.	Chas. Lavin, Chicago, Ill.
No. 2080.	Glen Willey, Windsor Mills, O.
No. 2081.	John S. Wiese, Akron, O.
No. 2082.	Jas. Rankin, Jr., Akron, O.
No. 2083.	R. A. Walthour, Atlanta, Ga.
No. 2084.	Robt. Walthour, Atlanta, Ga.
No. 2085.	Kendall Spier, Atlanta, Ga.
No. 2086.	John Chapman, Atlanta, Ga.
No. 2087.	Bert Repine, Nashville, Tenn.
No. 2088.	Carroll Jack, Reading, Pa.
No. 2089.	Eli Winesett, Higgins, Pa.
No. 2090.	Jay Eaton, Elizabeth, N. J.
No. 2091.	Ben Monroe, Memphis, Tenn.
No. 2092.	Zack S. Oliver, Memphis, Tenn.
No. 2093.	J. N. Parquette, Memphis, Tenn.
No. 2094.	Sam Bowen, Memphis, Tenn.
No. 2095.	T. N. Mudd, Washington, D. C.
No. 2096.	W. F. Throop, Washington, D. C.
No. 2097.	Edwin F. Miller, Vineland, N. J.
No. 2098.	Harry D. Kettinger, Englewood, N. J.
No. 2099.	D. J. Sweeney, Newark, N. J.
No. 2100.	Lou Coburn, St. Louis, Mo.
No. 2101.	John W. Coburn, St. Louis, Mo.
No. 2102.	Simon Conrad Geiger, Peru, Ill.
No. 2103.	Tom Coburn, St. Louis, Mo.
No. 2104.	Ernest Stadte, St. Louis, Mo.
No. 2105.	John Zeeske, Hanson Park, Chicago, Ill.

ALBERT MOTT,

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

## RACING BOARD BULLETIN.

BALTIMORE, May 30, 1898.

In multicyle handicaps no mark can be given by the handicapper to a machine whose riders are not all indi-



cated to him. "John Smith and mate" must not be handicapped until the identity of the mate is disclosed. Hereafter, no rider, either amateur or professional, competitor or pacemaker, will be allowed to start in a race in Belgium unless provided with a license from the ruling Union of the country to which he belongs.

Messrs. Deslepiere, Buirette, Garin, Jr., Tonglet, Robl and Legris have been suspended by the L. V. B. (Belgium) until further notice.

Having filed bond with the Racing Board, the Lindenthorpe Park track, Delaware Co., Pa., is restored to the sanction privilege.

"Dad" Moulton, Iowa State University, is ruled off all L. A. W. tracks in every capacity, for promoting women's races.

The Palmetto Cycle Club, Columbia, S. C., is placed upon the list of those to whom sanctions will be refused, for promoting unsanctioned races.

The Oak Island Track, Revere, Mass., has been restored to good standing.

The suspensions of E. T. Lewis, Baltimore, Md., and Geo. Sharick, Tacoma, Wash., have expired.

The correct registration numbers of G. A. Maxwell and Benj. S. Green, Denver, Colo., are 5006 and 5009, respectively.

#### Transferred to Professional Class.

F. W. Warren, Sheepshead Bay, L. I., clause (i).

#### Suspension Removed.

Bert Repine, Eli Winesett, Atlanta, Ga., Geo. I. Kreamer and Geo. L. Wood, Chicago, Ill.

#### Suspended Pending Investigation.

Harry A. Likely, Cleveland, O.

#### Suspended.

Chas. Dah'ke, Cleveland, O., to June 23, 1898, unsanctioned races. He is also ruled off all L. A. W. tracks in every capacity.

Harry Jones, T. T. Turner, Chas. Pope, G. G. Anderson, J. Parker, — Furnow, Columbia, S. C., to Nov. 25, 1898, unsanctioned races after warning.

A. D. McKee, W. E. Page, W. Fasset, W. P. Head-den, Fred Hopkins, W. A. Doty, Fort Collins, Colo., to July 21, 1898, unsanctioned races.

#### Registered.

- No. 75. D. J. Sweeney, Newark, N. J.
- No. 76. Chas. B. Parker, Baltimore, Md.
- No. 77. Ross' Patterson, Marion, Iowa.
- No. 78. C. W. Miller, Chicago, Ill.
- No. 79. I. W. McClelland, Uniontown, Pa.
- No. 80. D. J. Allcutt, Philadelphia, Pa.
- No. 81. Frank B. Marriott, Philadelphia, Pa.
- No. 82. Clem Turville, Philadelphia, Pa.
- No. 83. R. H. Dippes, Philadelphia, Pa.
- No. 3,029. Karl Thome, Louisville, Ky.
- No. 3,030. Chas. Lavin, Chicago, Ill.
- No. 3,031. J. F. Esperon, Detroit, Mich.
- No. 3,032. Edgar S. Barbee, Wheeling, W. Va.
- No. 3,033. M. A. Elliott, Atlanta, Ga.
- No. 1,043. Wm. Osborne, New York.
- No. 1,044. Seeley Hodge, Fondra, N. Y.
- No. 1,039. Wm. F. Buse, Buffalo, N. Y.
- No. 1,040. E. C. Bald.
- No. 1,041. W. H. Owen, Brooklyn, N. Y.
- No. 1,042. F. D. White, Lyndbrook, L. I.
- No. 2,067. Leo Basili, Revere, Mass.
- No. 2,068. Robt. Urquhart, Boston, Mass.
- No. 2,069. Watson F. Coleman, Boston, Mass.
- No. 2,070. Hollis A. Adams, Worcester, Mass.
- No. 2,071. G. A. Knight, Housatonic, Mass.
- No. 2,072. Chas. M. Bly, Northampton, Mass.
- No. 2,073. F. W. Rogers, Fair Haven, Vt.
- No. 2,074. E. C. Ferre, Springfield, Mass.

The following is the score in the National Championship: Gardiner, 27; O. Stevens, 9; Cooper, 9; Eaton, 8; Tom Butler, 8; Mertens, 5; Bowler, 5; McFarland, 4; Major Taylor, 4; Dr. Brown, 4; H. B. Freeman, 4; Nat Butler, 3; Becker, 2; Bourotte, 2; H. B. Hills, Jr., 1.

#### Registered.

- No. 84. H. J. Weber, Seatonsville, Ill.
  - No. 1,045. Wm. M. Randall, Le Roy, N. Y.
  - No. 2,075. A. S. Lee, Providence, R. I.
  - No. 2,076. A. B. Winkley, Waltham, Mass.
- The suspensions of R. W. Emerson, Chelsea, Mass., and B. F. Tinkham, Waterbury, Conn., have expired.

#### Registered.

- No. 85. F. L. Harris, Seatonsville, Ill.
- No. 86. John T. Colgan, Trenton, N. J.
- No. 87. Victor Hesse, Jr., Newark, N. J.
- No. 88. J. Martin, Wilkes-Barre, Pa.
- No. 89. W. P. Neville, Newark, N. J.
- No. 90. R. F. Ireland, Newark, N. J.
- No. 91. E. L. Blauvelt, Newark, N. J.
- No. 92. J. S. Dankel, Newark, N. J.
- No. 93. R. W. Crouse, Philadelphia, Pa.
- No. 94. W. A. Terrill, San Francisco, Cal.
- No. 95. R. P. McCurdy, Philadelphia, Pa.
- No. 96. Louis Boughton, Philadelphia, Pa.
- No. 97. H. E. Breninger, Philadelphia, Pa.
- No. 98. E. Rudloff, Philadelphia, Pa.
- No. 99. J. Earl Schultz, Philadelphia, Pa.
- No. 100. R. E. Walter, Allegheny, Pa.
- No. 105. A. Cordis, Jamaica, L. I.
- No. 106. "Bobby" Thompson, Canada.
- No. 107. Archie McKachern, Canada.
- No. 108. Geo. A. Banker, Pittsburg, Pa.

No. 109. Geo. S. Ball, Washington, D. C.  
No. 5,010. B. J. Banks, Denver, Colo.

#### Transferred to the Professional Class.

John Zimmerman, Philadelphia, Pa., clause (d), vote of Board.

#### Suspended.

H. G. Wallace, H. M. King, Harry M. Butcher, Albert Mercy, Asbury Park, N. J., to August 2, 1898, for unfair dealing connected with cycle racing.

In middle-distance, pursuit and match races, exhibitions, and other events by or between associations, where the prizes are by contract, the prize need not be stated on the programme if the contract is submitted to the chairman and is approved by him. If the prize is not stated on the programme, it must contain, in lieu of it, the following sentence: "Prize as fixed by written contract approved by the chairman of the Racing Board." If more than the contract prize is advertised to the public, the prize advertised will be held to be the winners.

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

#### NEW JERSEY DIVISION.

At a meeting of the Executive Committee, New Jersey Division, L. A. W., held at Newark, May 26th, I was instructed to have published in the official organ notice to the effect that the free distribution of road books to renewing members will be discontinued after July 1st. All renewals received up to and including July 1st next, whether expiring before or after July 1st, will receive road book free. After July 1st, road books will cost renewing members, 25 cents.

JAMES C. TATTERSALL, Sec.-Treas.  
TRENTON, N. J., June 5, 1898.

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

President, D. M. PARRY, Chairman.

Secretary, EVANS WOOLEN, Commercial Club Bldg

Accommodations Committee,—C. C. Foster, 1414 N. Penn st.

Entertainment and Reception,—Hiram Brown, L. A. W. Club.

Press,—Hal W. Reed, News Office.

Races,—Herbert W. Foltz, 50 Ingalls Block.

R. R. Station Facilities,—J. R. Cavanagh, care Big Four R. R.

Tours and Runs,—Merrill Moores, State House.

Track,—A. C. Newby, care Chain & Stamping Co.

Transportation,—John S. Lazarus, Commercial Club Bldg.

#### STOLEN WHEELS.

COMET, No. 3,806. P. A. Sawtelle, 149 High, Waltham, Mass.

PIERCE RACER, No. 35,823. A. W. Metcalf, 18 Blackstone Market, Boston, Mass.

WESTERN WHEEL WORKS SPECIAL No. 9, SERIAL, No. 192,679. A. B. Crosby, Watertown, Wis.

DUQUENNE SPECIAL, No. 5,820. F. A. Gibson, New Brighton, Pa.

BUFFALO WHEEL CO., Model 54, No. 40,370. J. E. Corwin, Middletown, N. Y.

COLUMBIA CHAINLESS, No. 2,359. C. H. McBride, Alplaus, N. Y.

NEW HAVEN, No. 1,036. Harry L. Parker, Glen Ridge, N. J.

SPECIAL WHEEL. Herbert T. Wilber, 591 W. Park st., Dorchester, Mass.

RAMBLER. August Petander, Traverse City, Mich.

#### OUR NEW DATED CAP PIN.

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

#### L. A. W. SUPPLIES.

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

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

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

#### 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 10, 1898.

Total, 802—88,999.

#### Over 132,000, COLORADO, 5—531.

- C. C. C.
- 244 Rausch, Ed. Creede
- D. W. C.
- 5 de Sallmard, Vicomte Jacques, 527 Kittingredge Bldg. Denver
- Unattached.
- 6 Vickery, George C., Bleeker Aspen
- 7 Brown, Theo. M., 1658 Clarkson Denver
- 8 Gale, E. M. Greeley

#### Over 132,000, CONNECTICUT, 14—1745.

- Unattached.
- 249 Horahan, Jas., 305 Wheeler ave Bridgeport
- 250 Johnson, A. L., 136 Maplewood ave "
- 1 Nettleton, J. E., Bryant Elec. Co. "
- 2 Ritchel, Fred, 140 Sherwood ave "
- 3 Sundline, Chris, 250 Beechwood ave "
- 4 Warner, S. A., 1026 North ave "
- 5 Lockwood, F. B. Campville
- 6 Kershaw, John A., 36 Smith Danbury
- 7 Pratt, F. E., Box 45 Fairfield
- 8 Hartshorne, W. R. "
- 9 Hartshorne, Sara, G. "
- 260 Zelter, John E., Round Hill Greenwich
- 1 Larson, J. H., 115 Wash. st Hartford
- 2 Southmayd, F. C. Portland

#### Over 132,000, DELAWARE, 1—263.

- Unattached.
- 263 Davis, J. Newman, No. 1, The Parke Wilmington

#### Over 132,000, DISTRICT OF COLUMBIA, 12—794.

- Unattached.
- 264 Becker, L. H., 103 11th st., N. E. Washington
- 5 Gauthier, P., 119 2d. N. W. "
- 6 Himmick, Miss K. (P. O. Idalla, near Port Hope, Canada) "
- 7 Heiminger, Lewis, 905 F st., N. W. "
- 8 Miller, T. G., 40 Post Bldg. "
- 9 Lane, Bernard H., 925 N. Y. ave., N. W. "
- 270 Youngs, R. B., 912 G st., N. W. "
- 1 Bond, Samuel S., 1456 Corcoran "
- 2 Ingram, J. Van Ness, 122 4th, S. E. "
- 3 Jones, Henry E., 1237 19th st., N. W. "
- 4 Kauffman, Victor, 2200 Wyoming ave "
- 5 Webber, Joseph F., 814 12th st., N. W. "

#### Over 132,000, ILLINOIS, 74—3358.

- C. A. A. B. C.
- 276 Jordan, Cady M., 14 E. Madison Chicago
- Vanom C.
- 7 Kabacker, Jos., 644 Forrest ave "
- F. C. C.
- 8 Wagner, Wm., Jr. Freeport
- Peoria B. C.
- 9 Boyle, Wm. C., 106 Fifth ave Peoria
- 280 Bourke, W. C., 203 Sixth "
- 1 Birelay, Chas., 411 McLean "
- 2 Beesley, James G., 225 Woolner Bldg. "
- 3 Brackett, Wm., 103 Randolph ave "
- 4 Corey, D. A., 549 Woolner Bldg "
- 5 Chambers, James E., 211 Liberty "
- 6 Cunningham, N. J., 123 N. Jefferson ave "
- 7 Crawford, Chas. L., 305 Main "
- 8 Cressey, E. J., 205 S. Adams "
- 9 Curry, Harvey, 113 Spring "
- 290 Cole, W. E. M., 201 S. Wash. "
- 1 Davission, Alfred W., 236 Woolner Bldg "
- 2 Dunn, W. W., 205 S. Adams "
- 3 Elston, W. B., 226 Main "
- 4 Elder, J. E., 204 Main "
- 5 Evans, W. C., 1000 Y. M. C. Bldg "
- 6 Eckerman, H. C., 212 Seventh ave "
- 7 Fraser, J. J., 305 Warner ave "
- 8 Francis, Frank, 1212 S. Adams "
- 9 Fromme, H. B., 1103 N. Jefferson ave "
- 300 Glasow, Harry J., 136 Woolner Bldg "
- 1 Gauss, W. F., 112 Liberty "

2 Howells, A. S., 501 Nebraska ave  
3 Hardin, E. B., 410 Fredonia ave  
4 Jerabek, S. D., 512 Illinois ave  
5 Jeager, Chas. H., 315 Main  
6 Jochen, G. J., 920 Saratoga  
7 Kusswurm, E. G., 407 S. Garfield ave  
8 Kennedy, Roy M., 200 S. Garfield ave  
9 Musser, M. G., 311 Franklin  
310 Muller, Jake, Jr., 112 Bridge  
1 McMillan, E. I., 307 N. Monroe  
2 McMahon, John P., 509 Hamilton  
3 Rozell, F. D., 1213 Fourth  
4 Rauthenberg, E. C., 1522 N. Adams  
5 Root, G. L., 601 Niagara Bldg.  
6 Streibick, F. F., 1901 Western ave  
7 Smith, Geo. A., 504 Fayette  
8 Seabury, Samuel, 503 Woolner Bldg  
9 Smith, Chas. R., 222 Warner ave  
320 Sholl, H. E., 606 Second ave  
1 Sheldon, Leslie L., 601 Sixth  
2 Stetson, L. M., 418 E. Park pl  
3 Selberling, G. W., Randolph ave  
4 Snider, R. W., 201 S. Madison ave  
5 Scherrer, Joseph, 611 S. Adams  
6 Stone, Harry C., 115 Flora ave  
7 Schilling, L. B., 410 Sixth ave  
8 Tjaden, Chas., 112 Liberty  
9 Van Nuys, J. M., 712 Hamilton  
330 Watson, E. E., 523 Sixth  
1 Wilcox, Wm. J., 209 Russell  
2 Wetherell, Frank E., 500 Perry ave  
3 Waugh, F. D., 12 Arcade Bldg  
4 Yates, A. W., 228 E. Arcadia  
5 Breesee, Bart, Phelps st., Averyville  
6 Dyer, T. H., Bartonville  
7 Smith, John W., Chillicothe  
8 Day, S. T., North Peoria  
Unattached.  
9 Winkel, C. C., Box 405, Belvidere  
340 Copelin, E. W., 553 Dearborn ave, Chicago  
1 Bower, Annie T., 602 E. Division  
2 De Loss, Harry H., 184 La Salle  
3 Jardine, Mrs. C. R., 86 Wabash ave  
4 Peake, A. E., Marshall Field Annex  
5 Caldwell, Robert, Hoopestown  
6 Fuller, Mrs. J. R., Kampsville  
7 Cummings, D. W., 1605 Perry ave, Peoria  
8 Patton, Philip W., Rutland  
9 Barrett, Elmer E., Western Springs

#### Over 132,000, INDIANA, 19-2120.

L. A. W.  
350 Fletcher, Edward C., 1425 N. New Jersey  
Indianapolis  
1 Henderson, O. B., 2308 N. Penn.  
2 Steinmetz, Jacob L., 2215 Hovey  
Unattached.  
3 Murphy, Thos., Box 60, Cicero  
4 Williams, J. W., 38 Calhoun, Ft. Wayne  
5 Clark, J. M., 117 W. 12th, Indianapolis  
6 Crawford, Gertrude V., 108 Senate ave  
7 Green, Perry D., 1611 Hall pl  
8 Kaiser, H. D., 608 E. 10th  
9 Roberts, Harry A., 216 N. Penn.  
360 Hanika, C. W., 314 E. 8th, Muncie  
1 Thomas, C. L., 306 E. 8th  
2 Noblitt, Frank, 492 S. 12th, Richmond  
3 Smith, Will M., 27 W. Front  
4 Baddlett, H. S., Elephant Shoe Store  
Vincennes  
5 Held, August W., Second & Heart sts  
6 Scott, C., Bicycle works  
7 Yoder, A. H.  
8 Davis, Howard S., Williamsburg

#### Over 132,000, IOWA, 20-767.

Clinton C. C.  
369 Upton, Roy D., Clinton  
Unattached.  
370 Hutt, Edwin, Des Moines  
1 Kuehl, Henry J., Dixon  
2 Witt, Peter C.  
3 Claussen, J. W., Box 151, Lyons  
4 Breen, John P., 717 W. Front, Muscatine  
5 Fox, Chas. E., 528 E. 2d  
6 Cadle, Cornelius, 511 E. Front  
7 Dermedy, J. G., Hotel Grand  
8 Francis, P. W., 218 E. 5th  
9 Hoover, R. S., 509 W. 3d  
380 Kerr, Sherwood, Commercial Hotel  
1 Link, Ed. C., 218 E. 2d  
2 McDougall, F. W., 875 Newell ave  
3 Scott, Hugh, 2d & Pine st  
4 Reed, Fred B., Waucoma  
5 Dyhr, W. S., West Branch  
6 Madison, N. P.  
7 Smith, R. T.  
8 White, C. E.

#### Over 132,000, KANSAS, 4-371.

Parsons C. C.  
383 Dick, Elmer R., 2418 Corning ave Parsons  
Sallina B. C.  
390 Culp, John P., Sallina  
1 Whitehead, H., 316 S. 7th  
Unattached.  
2 Holmquest, S., Box 449

#### Over 132,000, KENTUCKY, 19-066.

Fayette W. C.  
393 Cox, Lou G., E. Main, Lexington  
4 Jones, Prof. R. B., E. Main  
5 Land, H. Headley, E. Main  
6 Milward, Will, West 3d

Y. M. C. W. C.  
7 Mattmiller, H. W., 1925 W. Market  
Louisville  
Bourbon Ramblers.  
8 Jacobs, Frank, Box 245, Paris  
9 Sauer, John  
Unattached.  
400 Henry, H. T., Cynthiana  
1 Peterson, Hanson  
2 Robinson, Chas. L.  
3 Reynolds, Theodore F.  
4 Gayle, J. W., Frankfort  
5 Bate, V. A., 336 4th ave, Louisville  
6 Brown, R. W., care The Times  
7 Farnsley, Burrell H., 102 E. Oak  
8 Marcossion, Max, 319 E. College  
9 Pratt, Lawrence, Madisonville  
410 De Busk, A. D., 22d & Exeter ave, Middlesboro  
1 Moore, J. D.

#### Over 132,030, MAINE, 2-461.

Unattached.  
412 Morrill, H. L., 46 Commercial, Portland  
3 Watkins, Harold C., 24 Deering

#### Over 132,000, MARYLAND, 1-1622.

Unattached.  
414 Stabler, Chas. D., 18 Canton, Sparrows Point

#### Over 132,000, MASSACHUSETTS, 214-11,494.

Unity C. C.  
415 Rowan, John F., 1821 Wash., Boston  
Ocean W.  
6 Preble, William P., 985 Boylston  
Globe.  
7 Murray, Thos. F., 10 Farwell pl, Cambridge  
Charlestown C. C.  
8 Carbone, Louis, 13 Benedict, Charlestown  
Tiger Roadsters.  
9 Rhodes, F. E., 31 Harvard, Dorchester  
D. E. W.  
420 Akers, Walter R., 591 Ashmont  
1 Benedict, Howard A., 57 Pelham, Newton Centre  
Norfolk.  
2 Bates, Leavitt W., Middle st E. Weymouth  
Mohawk.  
3 Leyland, Simeon, 131 Holland, Fall River  
Intervale.  
4 Anthony, I. Warren, 414 Washington, Lynn  
Roll Boli.  
5 Newton, Geo. E., Box 24, Maynard  
Metropolitan.  
6 Howland, G. L., Oak Lane, Neponset  
Press.  
7 Alley, E. V., 53 Chestnut, New Bedford  
Bohemians.  
8 Locke, Oscar J., Newtonville  
Plymouth Rock C. C.  
9 Wolf, B., Seaside  
Rosindale C. C.  
430 Lessler, Chas. G., Brook st, Rosindale  
1 Mitchell, Guy W., Kenneth st, W. Roxbury  
2 Ryer, Chas. J., Farrington st  
Eagle C. C.  
3 Adams, Arthur H., 594 E. 6th, S. Boston  
4 O'Hare, Harry, 100 H  
Unattached.  
5 Swan, Chas. H., 7 Bartlett ave, Arlington  
6 Tobin, Kate A., 283 Melrose, Auburndale  
7 Crocker, Wm. A., 50 State, Boston  
8 Dickie, Miss E. F., 612 Mass. ave  
9 Bush, A. P., 149 Pearl  
440 Brulund, W. J., 12 Westminster  
1 Brown, J. O., 303 Shawmut  
2 Chisholm, D. M., Nat'l Bank of Re-  
demption  
3 Clark, Clifford, 243 Columbus ave  
4 Cloyes, Fred D., 18 Central  
5 Davidson, B. H., 489 Atlantic ave  
6 Davidson, Mrs. I. E., 489 Atlantic ave  
7 Dodge, J. Lynn, 39 Upton  
8 Fox, John B., 243 Columbus ave  
9 Friedman, Lee M., 44 Winterhop  
450 Goodale, Darwin C., 22 Winter  
1 Guild, Miss Annie K., 135 W. Newton  
2 Gordon, C. W., 612 Mass. ave  
3 Glazier, C. D., 367 Washington  
4 Hart, Mrs. Winnifred S., 12 Cumber-  
land  
5 Hills, Edw. S., 62 Berkeley  
6 Hull, Chas. W., 43 Hawkins  
7 Hoyt, W. E., 75 W. Canton  
8 Hee, Foster G., 272 Columbus ave  
9 Hopkins, Herbert, 243 Columbus ave  
460 Hussey, W. M., 2 Hawthorne ave  
1 Jernard, Sanford, 11 Wellington  
2 Mackenzie, Katherine K., 131 West  
Canton  
3 Merriam, F., 23 Court  
4 McGrath, Chas. A., 13 Poplar  
5 Martell, Garpard, 474 Washington  
6 Nickols, John R., 25 St. Stephen  
7 O'Neil, D., 5 Tremont  
8 Peters, Culmar M., 189 W. Newton  
9 Pickles, Harris C., 19 Province  
470 Ryan, John J., 5 Spring lane  
1 Rickson, Wm. M., 51 Cambridge  
2 Souther, T. W., 30 Tremont  
3 Stacey, Geo. B., 243 Columbus ave

4 Stevens, Wm. S. B., North Nat'l Bank  
5 Terrio, Edward, 22 Dwight  
6 West, Wm. A. H., 40 Norway  
7 White, J. G., Hotel Oxford  
8 Witherington, Jas. G., 50 Falmouth  
9 Codman, Wm., 209 Washington  
480 Dewey, F. H., Jr., 28 Canal  
1 Howell, Chas. L., Police Div. 4  
2 Slevius, James J., 23 Wellington  
3 Tucker, T. F., 78 Chauncy  
4 Williams, Miss Florence, 90 Marl-  
borough  
5 Chute, William W., 13 Temple  
6 MacLean, Lyle, 364 Hemenway  
7 Gordon, Miss Annie, 612 Mass. ave  
8 Prime, Harold A., 434 Wash., Brighton  
9 Rogers, Warren A., 31 Bradbury  
490 Brock, Geo. E., 68 Surrey  
1 Brainard, Miss Ethel, 175 Wash. Brookline  
2 Thurston, O. F., 175 Washington  
3 Clark, R. C., 106 Berkshire, Cambridge  
4 Kingsbury, H. P. D., 3 Weld Hall  
5 Safford, Mrs. O. D., 5 Lee  
6 Ullmann, Leo, 9 Weld Hall  
7 Piper, William T., 179 Brattle  
8 Burnett, C. W., 47 1/2 Market, Cambridgeport  
9 Johansson, Albin L., 49 Columbia  
500 Jones, Geo. R., 22 Columbia  
1 Murray, C. A., 147 Green  
2 Mollison, Miss Lucy A., 50 Austin  
3 McCarthy, Carbery T., 458 Mass. ave  
4 Robinson, Alec., 35 Park  
5 Forsyth, John R., 403 Main, Charlestown  
6 Porter, John J., 83 Chelsea  
7 McDonald, J. A. F., 9 Shurtleff, Chelsea  
8 Webster, Francis C., Jr., 50 Nichols  
9 Harris, Frank, 271 Chestnut  
510 Walker, Howard, 749 Broadway  
1 Fulk, Geo. W., Damon, Cohasset  
2 Ennice, Jason M., Cohasset  
3 Bessy, Frank, Dartmouth  
4 Kelliher, Frank L., 5 Dorset, Dorchester  
5 Shortell, Lawrence A., 16 Selden  
6 Baxter, Frank L., 83 Lexington East Boston  
7 Jones, Charles H., 211 Trenton  
8 Farry, Joseph, 34 Eutaw  
9 Parks, J. Wilson, M. D., 31 Princeton  
520 Carr, Charles A., Box 84, East Douglas  
1 Fisher, E. C., 49 Waverly, Everett  
2 Pitcher, E. F., 15 Cleveland ave  
3 Swain, Mrs. R. B., Box 282, Fairhaven  
4 Barlow, Wm. A., 654 Congress, Fitchburg  
5 Martin, Miss Mabel L., 61 Clinton  
6 Anthony, Walter, 810 N. Main Fall River  
7 Borden, Fred W., 187 Cottage  
8 Bouvier, J. A. W., 1729 Pleasant  
9 Taylor, Howard M., Box 329, Framingham  
530 Hazel, C. H. M., Prospect st, Gloucester  
1 Luffkin, F. S., 151 Main  
2 Sylvester, Herbert R., Hanover  
3 Sleeper, Irving F., 1 Charles, Haverhill  
4 Joy, George E., 13 Main  
5 Hackett, Miss Ada, 11 Glenwood pl, Hyde Park  
6 Ansel, Mrs. M., 6 Marmion st, Jamaica Plain  
7 Koebe, Ernest R., 6 Marmion  
8 Kidder, Charles W., Robeson  
9 Roy, May, 82 Abbott, Lawrence  
540 Farr, Henry H., 16 Alvion, Lowell  
1 Hollingsworth, Amos, 757 Middlesex  
2 Knowlton, Winfield B., 95 Harvard  
3 McConnell, Emma L., 80 Sherman  
4 Sparks, John T., 716 Lakeview ave  
5 Webster, Elmore W., 145 Merrimack  
6 Merrill, Arthur B., 182 Andover  
7 Coffin, Geo. W., Lake View ave, Lynn  
8 Green, Daniel T., 24 Mt. Pleasant  
9 Merrill, E. O., 170 S. Common  
550 Walker, W. S., 91 Lake View ave  
1 Warren, Edward, 1006 Washington  
2 Stalberg, S., 19 Market sq  
3 Sawyer, Edw. J., 22 Baker, Malden  
4 Vandell, W. E., 96 Cross  
5 Post, Wayne, Maple, Marlboro  
6 Hall, L. R., 78 Salem, Medford  
7 King, Geo. F., 46 Pearl  
8 Baker, S. H., 93 Lake ave  
9 Backham, Miss Edith, 86 Rowe, Melrose  
560 Shumway, F. R., 95 Hillside ave  
1 La Croix, Chester, Box 12, Mills  
2 Myer, George F., Box 304  
3 Clark, Benj. W., Box 444, North Abington  
4 Newman, Wm. A., Richmond House, North Adams  
5 Lawton, Walter F., 86 Court New Bedford  
6 Braley, J. W., Jr., 619 County  
7 Brightman, Frank R., 186 Grinnell  
8 Hedge, Geo. H., River & 1st  
9 Carroll, Dr. T. E., 389 Washington, Newton  
570 MacDonald, D. H., 37 Thornton  
1 Murray, A., 312 Centre  
2 Murray, A. R., 121 Chalm  
3 Theurer, Otto A., Channing st  
4 Utley, James M. D., 497 Centre  
5 Barlow, Frederick L., Box 32, Pottersville  
6 Sheppard, E. W., care J. F. Shep-  
pard & Sons, Quincy  
7 Sheppard, Mrs. F. M., care J. F. Shep-  
pard & Sons  
8 Smith, W. Arthur, Box 8, Randolph  
9 Johnson, Carl B., Pleasant, Raynham  
580 Burnham, Nicholas I., 445 Walnut ave, Roxbury

1 Rogers, Arthur D., 236 Dudley  
2 Van Tyne, David, 169 Eustis  
3 Bowden, H. M., 42 Walnut pk  
4 O'Mealey, John W., 39 Munroe  
5 \*Taylor, Mrs. Hervietta, 17 Kearsarge  
ave  
6 Esbach, H. J., Willows Salem  
7 Cameron, H. P., 25 Allston Somerville  
8 \*Cameron, Mrs. H. P., 25 Allston  
9 Polingdestor, Charles J. (P. O. Aber-  
crombie, Picton County, Nova Scotia)  
690 Robbins, Chas. Sidney, 19 Waldo  
1 Lewis, A. H., 17 Warren ave  
2 \*Prescott, Mrs. Geo. C., 22 Veazie  
3 Robbins, Clifford W., South Acton  
4 Brown, John T., 65 Emerson South Boston  
5 Baker, Walter E., 61 L  
6 Holbrook, Wm. F., 15 Thomas pk  
7 Kelly, Wm., 366 Broadway  
8 Lewis, Miss Hattie D., 404 Broadway  
9 Johnson, Charles, 38 Vinton  
600 Wadsworth, F. M., Washington at  
South Duxbury

1 Lincoln, Geo. G., 9 Summit S. Framingham  
2 Faxon, Nath. W., Walnut ave Stoughton  
3 Davidson, Alexander, Windsor road Waban  
4 Langton, Rev. J. F., 103 Crescent Waltham  
5 Roberts, Dudley, 10 Moody  
6 \*Patten, Miss Josie, 61 Adams  
7 Rogers, Miss Mamie, 27 Hardy ave  
West Everett

8 Hardy, Gilbert G., Osgood W. Gardner  
9 Hickey, Charles E.  
610 Tait, Abel  
1 Scott, J. Albert, 62 Margin West Newton  
2 Tomlinson, Wm. E., 1421 Washington  
3 Lovejoy, Fred'k A., Wren st W. Roxbury  
4 Palmer, Horace A., 1156 Broadway  
West Somerville

5 Allen, Geo. W., 9 Herbert  
6 Blake, Herbert G., 52 Chester  
7 Hanley, Clarence, 69 Elmwood  
8 Ladd, Fred A., 5 Moore  
9 McNear, H. W., Mystic ave Winchester  
620 McNear, W. W., Mystic ave  
1 \*Carnan, Miss Eva M., 34 Mill Whitman  
2 \*Haman, Miss Eva M., 34 Mill Worcester  
3 Buxton, Edward W., 50 Cedar  
4 Harrington, John W., 1014 Main  
5 \*Robinson, Myrtle E., 19 Chatham  
6 Alderman, Marshall, 162 Main  
7 Burton, Arthur H., 1 Cushing  
8 Knight, Thomas H., 47 Southgate

## Over 132,000, MICHIGAN, 20-2079.

B. H. W.  
629 Farmer, C. K., 252 Highland Benton Harbor  
A. A. C. C.  
630 Snyder, R. A., Chelsea

D. W.  
1 Baskerville, R. J., 368 Brush Detroit  
Unattached.  
2 Tallman, Zach D., 7 Park Adrian  
3 Kappeler, Chas. E., Bad Axe  
4 McMillan, Peter Butman  
5 Buchanan, E. S., 165 Lincoln ave Detroit  
6 Conklin, F. J., Banner Tobacco Co.  
7 Clinton, Jos. M., 99 Miami ave  
8 Dawson, G. L., 30 Howard  
9 Dawson, C. D., 50 Howard  
640 Durk, Louis, 490 E. Congress  
1 \*Combe, Isabelle H., 1306 Jos. Cam-  
pau ave  
2 Fitzgerald, Wm. C., care Schilling Cor-  
set Co.  
3 Super, Fred, care Banner Tobacco Co.  
4 \*Wiggins, Emma E., 390 Lafayette ave  
5 Smith, L. C., 2741 Locust Morenci  
6 McRae, W. D., Box 302 Olivet  
7 Newell, Patrick, 713 Huron ave Port Huron  
8 Steelman, A. W., Richland

## Over 132,000, MISSOURI, 10-1213.

South Side C. C.  
649 Crecllius, T. E., 3119 Lemp ave St. Louis  
650 Fehl, Geo., Jr., 1245 S. Broadway  
Unattached.  
1 Prather, R. E., Box 100 Browning  
2 Bechestebill, A., 1017 Lynch St. Louis  
3 Bugg, Albert, Jr., 1820 Shields ave  
4 Hartmann, Chas., 2357 S. Broadway  
5 O'Fallon, Wm. C., 2741 Locust  
6 O'Fallon, John J., Jr., 2741 Locust  
7 Wulfig, John M., 3439 Longfellow ave  
8 Wisler, Louis, 2439 S. 3d

## Over 132,000, NEW HAMPSHIRE, 7-808.

Rockingham B. C.  
659 Montgomery, H. P., 6 Pleasant Portsmouth  
660 Simpson, J. C.,  
Unattached.  
1 Farr, Harry M., 165 Main Littleton  
2 Carter, Geo. C., Box 370 Manchester  
3 Battle, Henry L., 1382 Elm  
4 Hannan, Edward, 45 Middle  
5 Brown, Heber R., Box 238 Raymond

## Over 132,000, NEW JERSEY, 48-6003.

Owl B. C.  
666 Campbell, Rev. J. P., Box 185 Bordentown  
Stylus W.  
7 Hull, Lawrence B., 417 Kalen ave Camden  
8 Herithe, C. W., 331 Chestnut

## Atlanta Wheelmen.

9 Bradley, Harold E., 32 Clay Newark  
Stockton W.  
670 Cullingford, John E., Box 77 Cramer Hill  
Belvidere  
1 Bruen, Norman J.  
2 Bruen, Henry M.  
3 Hussong, Joseph, 613 Pearl Camden  
4 \*Grow, Mrs. J. F. C., Mill st Cranford  
5 Jurisch, Theodore, Col. Hts. Hotel.  
S. Orange ave East Orange  
6 Morrill, Geo. B., 122 Arlington ave  
7 Patterson, Ivans D., Florence  
8 Hoffman, Ellis B., Frenchtown  
9 Leonard, J. Hampton Iona  
680 Piercy, Jacob, 24 Clenning ave Jersey City  
1 Carroll, J. Wilson Lamberville  
2 Heath, A. K.  
3 Lewis, Joseph H.  
4 Liverton, R. H.  
5 Morse, Wm.  
6 Pettee, C. M.  
7 Price, D. J.  
8 Rittenhouse, Edw., Jr.  
9 Durand, Dr. F. F., Maplewood  
690 Bowker, Chas. W., Box 63 Medford  
1 Fay, Eugene C., 37 Broad Newark  
2 Rache, Thos. J., 148 W. Kinney  
3 Simmons, John W., 63 Columbia  
4 Unverzagt, Alexander, 123 S. Orange  
ave  
5 Vreeland, Harold North Long Branch  
6 Vreeland, Ernest  
7 Vreeland, Herbert  
8 Wood, L. D., New Brunswick  
9 Conant, Warren N., 376 Main Paterson  
700 Preusser, Constantine, 88 B'dway  
1 Hansen, Jorgen, 205 Wash. Perth Amboy  
2 Rossi, L. M., 71 Lewis  
3 Simons, Fred'k, 43 Donaldson ave  
Rutherford  
4 Rich, Wm. W., 43 Donaldson ave  
5 Manderbach, A. H., Swedesboro  
6 Fleming, J. Warren Titusville  
7 Curtin, Peter G., 333 Tyler Trenton  
8 Hartley, James R., Lafayette st  
9 Matheson, John, 117 Chancery  
710 Reid, Charles A., 259 Jackson  
1 Yard, Alex. C.  
2 Banta, J. C., Vineland  
3 Hunt, James J.

## Over 132,000, NEW YORK, 173-22 68P.

Albany B. C.  
714 Cloughley, Jos. C., 142 Quail Albany  
5 Van Huysen, Charles, 621 Third  
Sun W. 2  
6 Smith, Jacob B., 163 Eldert Brooklyn  
Hoba C. C.  
7 Graves, F. J., 323 49th  
Buffalo W. C.  
8 Moschel, Conrad J., 159 Peckham Buffalo  
St. Georges B. C.  
9 Curtis, J. M., 207 E. 16th New York  
Lafayette C. C.  
720 Schultz, Chas. A., 323 E. 10th  
Knickerbocker C. C.  
1 Herrman, Alfred A., 27 W. 115th  
Star W.  
2 Fyfe, Robert, 4 East 31st  
Century.  
3 Vogel, Robert, 156 E. 113th  
Saugerties B. C.  
4 Hassinger, Ernest, Box 242 Saugerties  
5 Doyle, John  
Unattached.  
6 Birdsey, John C., N. Y. Civil Ser-  
vice Commission Albany  
7 \*Horton, Miss Jessie, 72 Riverside drive  
Binghamton  
8 Allen, E. F., 102 Cambridge pl Brooklyn  
9 Dudley, E., 205 Cornelia  
730 \*Hunter, Margaret C., 85 State  
1 Haferstock, Wm., 536 11th  
2 Hicks, Reginald Ardmore (Parkville)  
3 Humiston, W. D., 46 Park pl  
4 Lippeck, Herman S., Dexter Park,  
Jamaica ave  
5 McDonough, M. H., 84 Willow  
6 Pollack, John J., 510 Henry  
7 Parrish, Hamilton, Hotel Margaret  
8 \*Parrish, Mrs. Hamilton, Hotel Mar-  
garet  
9 Rourke, James S., 85 Monitor  
740 Scherrer, Pete, 274 Evergreen ave  
1 Thomas, Joe, 210 Throop ave  
2 Whiting, Chas. A., 724 Macon  
3 Wild, F. G., 373 McDonough  
4 Cochen, Lincoln C., 272 Keap  
5 Tyberg, Oluf, 520 Wash. ave  
6 Williams, W. Edwin, 480 Quincy  
7 Stroh, Wm., Union pl & Jamaica ave  
Brooklyn Hills  
8 Buck, Geo. S., 513 Franklin Buffalo  
9 Selkirk, Henry B., 277 Dewey ave  
750 Hodge, Joseph J., 53 Erie Co. Sav.  
R'k Bldg.  
1 Robins, M., Edgar, 53 Erie Co. Sav.  
R'k Bldg.  
2 Strang, William B., 369 Pearl  
3 McLaughlin, Norman A., 50 W. 4th  
Dunkirk  
4 Johnson, James F., Dobbs Ferry  
5 Von Wedell, Curb

6 Griswold, E. L., care H. Mathews Elmira  
7 Lyon, Edward E., 117 W. Second  
8 Mills, Wm., 510 Lake  
9 Roake, Stephen A., 110 Lormore  
760 Pettit, Stanley E., Fair Ground  
1 Key, Lewis Fort Hunter  
2 Brown, James  
3 Bowe, I. E., Great Kills  
4 Dixon, Mrs. Antonia Hastings-on-Hudson  
5 Stowe, W. C., Herkimer  
6 Gerber, Louis Irondequoit  
7 Shearer, John S., 126 E. Seneca Ithaca  
8 Myers, Robert H., Lishas Hill  
9 Townsend, E. C., Box 857 Lyons  
770 Alexander, Arthur A., 28 W. 115th  
New York

1 Beamish, Wm., 17 West 99th  
2 Bird, Dr. J. T. Joseph, 236 W. 123d  
3 Bache, Dr. J. H., 319 W. 51st  
4 Bache, Mrs. M. M., 309 W. 51st  
5 Blauvelt, Stephen Y., 400 W. 37th  
6 Craddock, Geo. Wm., 226 West  
7 Cohn, Martin B., 48 W. 97th  
8 Cragin, Phil, 152 West 20th  
9 De Lange, Louis, care E. E. Rice,  
Manhattan Theatre Bldg.

780 Dorn, Ernest, 418 E. 89th  
1 Fligman, Max, 100 W. 89th  
2 Farrell, John J., Hotel Vendome  
3 \*Franklin, Mrs. L. B., 17 E. 129th  
4 \*Grevel, Mrs. Wilhelmina, 211 E. 18th  
5 Kohler, Frank K., 41 W. 68th  
6 Klingsspor, Gustav, care P. M. Ohmels  
& Co.  
7 Leedom, Jessie, 121 W. 82d  
8 Lucas, T. D'Arcy, care W. W. Yale,  
Spuyten Duyvil  
9 Lapham, Edwin B., 75 Manhattan ave  
790 Lasser, A. M., 912 8th ave  
1 Larkins, Jno., 250 W. 144th  
2 Mahoney, Fred, 41 W. 130th  
3 McGilvray, Alexander, 173 E. 122d  
4 Martin, Silas C., 204 E. 126th  
5 Myers, Maurice, 61 E. 127th  
6 Neugebauer, Ed. E., 232 E. 11th  
7 Patterson, Henry T., 146 Centre  
8 Quinn, Wm. J., 321 St. Nicholas ave  
9 Kelly, George C., 695 E. 165th  
800 Stumpf, Wm. H., 154 E. 50th  
1 Simon, Max, 2300 7th ave  
2 Scott, John, 192 First ave  
3 Van Wagner, Millard, 1722 Lexington  
ave

4 Voelkle, John, 32 E. 26th  
5 Wenk, Samuel, 502 E. 88th  
6 Whann, Charles, 71 Broadway  
7 Wood, William C., 29 Sixth ave  
8 Bennett, David, 662 E. 144th  
9 Barricklo, W. R., 229 Broadway  
810 Fisher, Willard, 361 W. 76th  
1 Fintel, Ernest A., 1850 Bathgate  
2 Hinkel, Edward, 110 Bedford  
3 \*Kelly, Miss Addie J., 138 W. 104th  
4 Keiser, Alfred H., 1390 3d ave  
5 Lewis, Chas. H., 73 W. 101st  
6 Meyers, Gus, 311 E. 27th  
7 Olemeck, Alfred, 139 E. 106th  
8 Powers, Wm. H., 105 W. 62d  
9 Reynolds, C. J., 219 W. 23d  
820 Slawson, S. J., 2148 7th ave  
1 Wirth, Charles A., 1691 Bathgate ave  
2 Van Wezel, M., Fox Bldg., Franklin  
square

3 Cutts, Fred F., 47 S. Bridge Poughkeepsie  
4 Hillery, Jas. P., 481 Church  
5 Pelton, Henry V.  
6 Moore, Thomas Rifton Glen  
7 Burkell, Ira E., 161 Broadway Rochester  
8 \*Burkell, Mrs. Ira E., 164 Broadway  
9 Chrisley, Thos. Geo., 96 King  
830 \*Cooke, Miss Jennie, 82 Ambrose  
1 Swartzenberg, Frank, 163 Frank  
2 \*Swartzenberg, Mrs. Frank, 163 Frank  
3 Albart, Clarence, 25 Edmond  
4 Copeland, J. C., 603 Cham. of Com.  
Bldg.

5 Ettenheimer, Mrs. H., 43 University ave  
6 Grouse, Jos. D., 55 University ave  
7 Guggenheimer, Milton C., 11 University  
ave  
8 Grishelmer, Louis, Union Clothing Co.  
9 Goldsmith, S. M., 165 N. Clinton  
840 Goldsmith, Sol, 235 E. Main  
1 Gray, Geo. J., 28 N. Fitzguth  
2 Greenbaum, Edward, 136 Monroe ave  
3 Goetzmann, Fred J., 50 University ave  
4 Hentik, Miss E., 13 Clifton  
5 Harrison, W. S., 16 State  
6 Haskins, Daniel, 41 Lime  
7 \*Husbands, Miss Jennie M., 47 Meigs  
8 Jesserer, Wm. H., Genesee Valley Pk  
9 \*Koehenthal, Miss Bertha, 21 Ave. B.  
Vick pk

850 \*Mathews, Miss M., 13 Clifton  
1 Myers, F. L., 4 Joslyn pk  
2 Meyers, Toby, 268 East ave  
3 Marks, J. S., 28 Savannah  
4 Megargel, R. C., 16 State  
5 Runyan, W. E., 148 Meigs  
6 Samuels, R., 89 State  
7 Samuels, M. P., 39 S. Goodman  
8 Solomon, Saunders, B., care Solomon  
Bros & Lempert  
9 Smith, Geo. Herbert, 74 Ger. Ins. Bldg.  
860 Taylor, Gilbert, 152 Monroe ave



1 Taylor, W. F., 12 Sumner pk " "  
 2 Taylor, Irwin, Court House " "  
 3 Thompson, Mrs. J. A., 405 Alexander " "  
 4 \*Vanderbilt, Mrs. J. A., 604 Monroe ave " "  
 5 \*Warner, Mrs. G. E., 136 Clifton " "  
 6 Walton, A. H., 142 S. Clinton " "  
 7 Watt, Frank, 38 Exchange " "  
 8 Davis, James F. Sag Harbor  
 9 Edwards, Otis A., " "  
 870 Holmes, Samuel H., Box 122 " "  
 1 Meyer, David " "  
 2 \*Bailey, Miss Ethel A. Sayville  
 3 Krause, Franz, 137 12th S. Brooklyn  
 4 Day, George M., 355 River Troy  
 5 Manning, John G., 355 River " "  
 6 Pollock, Philander, 355 River " "  
 7 Walker, J. F., 391 River " "  
 8 Copeland, W. L., 506 Broadway " "  
 9 Despard, Frank F., 14 Liberty Utica  
 880 Joynt, D. E., 3 John " "

### Over 132,000, NORTHERN CALIFORNIA, 1-232.

Unattached.  
 887 Rogers, Roy Ravone Berkeley

### Over 132,000, OHIO, 30-2785.

Springfield C. C. Co.  
 888 Elliott, John S., 2 Mitchell Bk Springfield  
 9 Good, John M., S. Limestone " "  
 890 Marshall, Elwood S., Marshall Laundry Co. " "  
 G. R. W. L.  
 1 Gunleifer, Herbert D., Box 901 Warren  
 2 Munsel, S. D. Bradner  
 3 Kisor, Earl H., 206 W. Galen Bucyrus  
 4 Vackar, F. M. Chagrin Falls  
 5 Braunstein, Joe B., 852 Oak Cincinnati  
 6 Davis, Henry C., 209 E. 3d " "  
 7 Howland, Edwin A., 2365 Kemper lane W. H. " "  
 8 Kline, Jos. D., 2112 Fulton ave., W. H. " "  
 9 Wood, James, 163 Bolton ave Cleveland  
 900 Derbin, James L., Col. State Hospital Columbus  
 1 Reibold, Louis S., 217 N. Ludlow Dayton  
 2 De Vaux, Norman, 225 Main East Toledo  
 3 Cadmus, Wm. E., Room 12 Ely Bk Elyria  
 4 Lewis, Chas. H. Harpster  
 5 Huston, Harry Holgate  
 6 Leonard, Dr. Fred E., 174 E. College Oberlin  
 7 McLennan, Prof. S. F., 249 Elm " "  
 8 Wightman, Prof. J. R., 240 Elm " "  
 9 St. John, Prof. Chas. E., 125 Elm " "  
 910 Hugless, Arthur C., 161 E. 2d Portsmouth  
 1 Dieter, J. C., 258 W. Mulberry Springfield  
 2 Hardy, J. R., 17 E. Southern ave " "  
 3 Harford, Harry R., 278 W. High " "  
 4 Singer, L. O., Marshall Laundry Co. " "  
 5 Reed, Chas. M., 1222 W. Wash. Toledo  
 6 Thompson, James, 1533 Shaw ave " "  
 7 Wheelock, Almon, 10 Produce Ex " "

### Over 132,000, PENNSYLVANIA, 98-21,840.

Phila. Turner Cycles.  
 918 Karsch, Theodore, 857 Rudolph Philadelphia  
 Overbrook.  
 9 Taylor, W. Chas., 6020 Overbrook ave " "  
 Unattached.  
 920 Riley, John J. Adamsford  
 1 Schade, Fred A., 4 Lombard Allegheny

2 Irwin, H. T., Washington & Preble " "  
 3 Rahilly, Rev. Edward J. Audenried  
 4 \*Miller, Miss Jennie D. Bennett  
 5 Janvier, F. H. Bryn Mawr  
 6 Smith, Laurence R., Myers ave Cheltenham  
 7 Billett, Wm. H., 853 Blunston Columbia  
 8 Heller, Edwin D., No. 11th st Easton  
 9 Borman, Albert G., Box 92 Edgewood Park  
 930 Emery, R. F., Box 132 " "  
 1 De Poy, M. Elwyn  
 2 \*McCall, Mrs. M. R., 214 W. 9th Erie  
 3 Miller, Charles F., Box 483 " "  
 4 Watson, C. Crosson Fallington  
 5 Craig, Thos. C., 212 W. Upal Germantown  
 6 Holland, Enoch, 160 Stafford " "  
 7 Hodgins, Rev. Jas. C., Earham terrace " "  
 8 \*Hodgins, Mrs. J. S., Earham terrace " "  
 9 List, William, 5926 McCallum " "  
 940 Miller, M. N., 118 Phil Ellma " "

1 McCauley, Chas. E., Central Iron & Steel Co. Harrisburg  
 2 Lloyd, John P. Johnstown  
 3 Hill, Thos. J., 231 Shaw ave McKeesport  
 4 McRea, S. Percy, 233 Olive " "  
 5 Simpson, J. C., Box 118 Narbeth  
 6 Geren, S. H. New Brighton  
 7 Johnston, Mrs. Nettie E., Box 634 " "  
 8 Dawson, Hugh L., Box 65 New Wilmington  
 9 Edwards, Wilson G., Box 21 Osceola Mills  
 950 Clase, Fred'k H., 2973 Richmond Philadelphia

1 Dolan, John, 805 N. 45th " "  
 2 Grady, Michael, 2229 Ann " "  
 3 Green, Cyrus D., 1921 N. 33d " "  
 4 Kohl, E. Otto, 812 N. 21st " "  
 5 Knight, E. G., 1315 N. 12th " "  
 6 Kinsley, Wm. C., 1332 Earl " "  
 7 Roller, Albert J., 2330 Catherine " "  
 8 Thomas, Wm. E., 1608 Ritner " "  
 9 Rawlins, Harry C., 1620 Master " "  
 960 Lukens, Chas. K., 2015 Franklin " "  
 1 Adams, Miss Adela W., 1732 Master " "  
 2 Bernitz, Gustave, 639 Arch " "  
 3 Baillie, H. M., 1323 Green " "  
 4 Bunch, Elmer, 6 1/2 St., below Lansdowne ave " "  
 5 Blumenthal, Julius, 1650 Germantown avenue " "  
 6 \*Baker, Miss A. R., 4811 Springfield ave " "  
 7 \*Baker, Elizabeth, 4811 Springfield ave " "  
 8 Dobbins, Frank S., 807 Crozer Bldg. " "  
 9 Doolittle, W. H., 3318 Cumberland " "  
 970 Darkes, W. Harry, 2620 Susquehanna avenue " "

1 Devine, D. M., 2430 S. Park ave " "  
 2 Dixon, Joseph F. Jr., 1532 Ridge ave " "  
 3 East, William, 732 N. 22d " "  
 4 Geist, W. H., 419 Preston " "  
 5 Grau, Rob't, 4160 Lidy ave " "  
 6 Hall, Wm. W., 6740 Ditman " "  
 7 Himeback, Rob't A., 325 Callowhill " "  
 8 Huffer, Walter C., 1701 South " "  
 9 Hendricks, John, 1246 N. 25th " "  
 980 Hampton, Wilbur P., 1746 N. 28th " "  
 1 Jack, Louis, 1533 Locust " "  
 2 Kingston, Rob't B., 464 Linmore ave " "  
 3 Krell, Erich, 33d & Walnut sts " "  
 4 Loeb, Oscar D., 858 N. 22d " "  
 5 Morrell, Wm. J., 1920 Ringold " "  
 6 Stoughton, Augustus B., 421 Chestnut " "  
 7 Scott, Frank L., 2238 S. 15th " "  
 8 Simon, Fred M., 1327 N. 7th " "  
 9 Tyler, Corydon C., Chestnut Hill " "

990 Whitaker, Wm., 3008 Hartville " "  
 1 Wissmann, Richard J., 154 N. 5th " "  
 2 White, George G. Jr., 1237 Summer " "  
 3 Wood, John W., 700 N. 44th " "  
 4 Peters, C. Howard Phoenixville  
 5 Gardner, Henry B., 5800 Centre ave- Pittsburg  
 nue, E. E. " "  
 6 Alden, F. E., 323 4th ave " "  
 7 Marley, W. H., 314 Ward " "  
 8 Porter, E. V., 216 6th " "  
 9 McKaig, J., 60 S. Main Pittston

### Over 133,000.

000 \*Little, Miss Jessie R., 322 Mahantongo Pottsville  
 1 Patterson, Westar E., Box 3 Port Kennedy  
 2 Moore, H. L. Ridgway  
 3 Pfeiffer, Geo., Jr., 924 Oxford Scranton  
 4 Cross, Chas. E. Scrubgrass  
 5 Weaver, Geo. S. " "  
 6 Oberly, Albert D. Scottdale  
 7 Shickhouse, Dr. C. P. Shickshiny  
 8 Dailly, Marcus Shohola  
 9 Kalbfus, E. R. " "  
 010 Curry, B. R. Slippery Rock  
 1 Diffenderfer, J. G., 187 S. 2d Steelton  
 2 Walty, G. M. Villas  
 3 Barker, Frank H., 1213 Gleen ave Wilkinsburg  
 4 Hamlin, John B., 702 Park ave Williamsport  
 5 Cadwallader, J. Lansing Yardley

### Over 133,000, RHODE ISLAND, 4-1672.

Entre Nous.  
 016 \*Bailey, Miss Cora L., 37 Jefferson Providence  
 Pawtucket B. C.  
 7 Freethy, Chas. S., Sayles Bleachery Saylesville  
 Unattached.  
 8 Greene, Harry W., 28 W. How Providence  
 9 Crandall, Milton A., 27 Elm Westerly

### Over 133,000, SOUTHERN CALIFORNIA, 1-362.

Unattached.  
 020 Pursey, Frank J. Long Beach

### Over 133,000, VIRGINIA, 2-197.

A. C. C.  
 021 O'Brien, Dr. M. W., 908 Cameron Alexandria  
 Unattached.  
 2 Crowder, Samuel R., Box 888 Richmond

### Over 133,000, WISCONSIN, 22-1987.

B. C. C.  
 023 Broughton, H. C. Brodhead  
 4 Murdoch, R. C. " "  
 Pastime R. C.  
 5 Beth, Fred W., 490 Monroe ave Green Bay  
 Mercury C. C.  
 6 Huseby, Geo. C., 454 Grove Milwaukee  
 No. Milwaukee W. " "  
 7 Goerke, Emil, 1201 20th " "  
 8 Wendt, Carl F., 460 23th " "  
 9 Matthes, P. E. North Milwaukee  
 030 Phelps, B. S. " "  
 Unattached.  
 1 Stevens, E. C., 200 E. 7th Ashland  
 2 Werner, H. M. Cedarsburg  
 3 Shutters, L. C., 212 W. Cedar Chippewa Falls  
 4 Rudlen, Geo. W., Y. M. C. A. Kenosha  
 5 Pohl, Wm., 1202 Doty Green Bay  
 6 Cheney, L. S., 318 Bruen Madison  
 7 Edwards, J. L. Marinette  
 8 Hornbrook, Ed. " "  
 9 Bottrell, Leo, D., 696 10th ave Milwaukee  
 040 Knappe, Herbert, 478 National ave " "  
 1 Maxfield, Terrell B., 413 14th ave " "  
 2 Maynard, C. H., 722 Centre Sheboygan  
 3 Bowman, E. F., Wis. Ind. School Waukesha  
 4 Moreland, Everett J., 517 Tower ave West Superior

### Over 133,000 SWITZERLAND-L

Unattached.  
 045 Alton, Thos. F., 5 Dufour Zierlich

A Philadelphia councilman tells us that the cobble-stone pavement said to have been recently laid in that city was only repairs, and not new paving.

No bicycle is fast enough to keep up to date without being remodeled every year.

A citizen of Denver has obtained a verdict of \$4,200 damages for injuries received by falling over a piece of iron pipe which a city employee had left protruding six inches above the sidewalk.

Narrow tires form ruts; ruts retain moisture; moisture ruins roads.

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

L. A. W. annual dues are 75 cents.

Subscription to this paper, 25 cents EXTRA.

We want to enroll the largest possible number of subscribers who will take the paper because they want it. It is a positive disadvantage, however, to both the L. A. W. and myself to receive more than one subscription from the same family or to send the paper to persons who, for any other reason, do not make use of each copy received. I will, at any time, consider it a favor to be allowed to refund the "quarter" and cancel the subscription of any dissatisfied reader, providing he has not already received the paper for more than eleven months.

STERLING ELLIOTT.

## QUERIES AND ANSWERS

S. R. E.:—Cushion tires were usually  $1\frac{1}{4}$  inch in diameter. The first pneumatics were  $2\frac{1}{2}$  inch.

No. 70,622:—"Band brakes" have been used on safety bicycles. A narrow, circular strip of metal, or "drum," from three to four inches in diameter, is attached to either hub. It is encircled by a steel band, leather lined, secured at one end, so that when the other end is pulled by means of a connection with a lever on the handle-bar, the band grips the drum firmly and retards the motion of the wheel. These brakes have the advantage of acting upon a surface that is made expressly for the purpose; they throw no dirt, and are effective. They do not, however, add to the appearance of a machine, and the band does not release quickly from the drum. It always has a tendency to rub on it, and no way has been found to wholly prevent it.

Eeest Brukefeld Massachewsits.

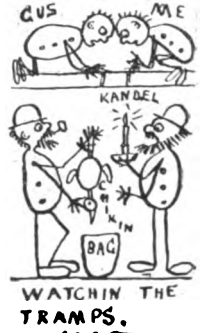
Deer Uncle Bulatin:

When me an Gus got owt uv the worter we set doun on the bank tew dry ourselves. We wuz kold an sokin wet an hungry an we dident hev anything tew eet. It wuz most nite an we dident no whare tew slepe. An then it beegun tew rane. We road a spel on ovr wheles and it gut darkern darker an raned orful. Prutty sune we wuz wet as when we fel in the worter. Then we sor a ole house in the woods klose tew the rode. Twuz orl tumble doun an busted up but we thort it wuz betern nuthin so we clum in throo a winder an horled ovr wheles arftur us. We lit a mach an luk-ed around. Then we hid ovr wheles an went up stares. In wun rume we fownd sume ole iron chanes and such stuf an sum ole canvas an cloth rags. We maid a bed owt uv the rags an laid doun. The rane and wind maid a orful row an the ole hous groned an creeked like evrythyng. Bime-by jest az I wuz goin tew slepe Gus sez "Shssh!" I shsshed. Then we hurd creeky fute steps dounstares. We wuz orful skared. Gus whispurd "I bet yew its gots. This ole shantys hawntid." Yu see weed bin reedin "The Speckedter Pirut or the Hawntid Cabbin" an we nu this wuz jest the plase fer gots. But just then we hurd sum-budy forl ovr sumthin and say "Dammit" so we nu twant gots. Then we sor a lite throo the flore craks. We peeked doun throo an by gee thare wuz them tew tramps that hed stoal ovr wheles befoar. My, want we fritened. We jest laid stil an trembled.



CLIMIN IN THE WINDER.

They hed a peese uv kandel lit an we sor um open a bundel thay hed an inside wuz a chikin an pie an orl sorts uv stuf thayed stoal or beged. Then thay lit a fire in a ole cookstove thare wuz thare an gut owt a ole kittle an put on thare chikin tew cook. We lissened tew thare tork an hurd um say thay wood go up stares tew slepe when thade et suppur. That skaired us orful. Then thay torked about lots uv things and finely about gots. Wun sed heed hurd that this ole shanty wuz hawtid. Then the uthur sed that wuz so becoz he nu a feller that hed sene a feller that nu a feller that hed a cuzin whose wife's uncle hed sene a gost here. Then they told gost storys til thay gut prutty nurvus an skared an kep taikin a drink owt uv a bottel tew kepe up there curage. I sez to Gus "less play gost an skare um owter the hous sos we kin get away." Gus wuz afraid but we nu twuz orl the chans we hed so we drest up in sum uv the white rags an eech take a ole chane in ovr hands. Wel, arftur the wind hed jest giv a tree-mendus screech and then dyed doun I groned. One uv the tramps sez "lissen" so thay lissened. Then prutty sune we groned agen an kinder clanked the chanes. Thay jumped up an stud lukin at the seelin. Then we stepped kinder slo an creeky towards the stares gronin lowder an clankin ovr chanes. We hurd um sa sumthin an make a step an by gee owt went the kandel. Jest then I staped owt on the stares an waved my hands. The fire jest maid a littel lite an I must hev loked orful. Those tramps jest let owt one yel an busted throo the dore an we cood heer um go in it throo the woods an bushes. We grabbed the chikin an pie an the rest uv the grub, gut ovr wheles an went up the road, the uthur way, jest a flukin. Ile tel yew the rest laiter.



FRITENIN THE TRAMPS.

Yure Luvin Neffyu  
Shure Shott Sandy.

### Pretty Tough.

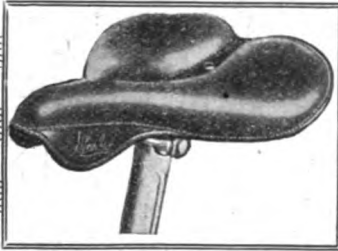
"Mary had a little lamb,"  
Its sauce was made of mint;  
They called it "Spring," but 't was a sham,  
'Twas sliced from off an ancient ram,  
And maddened Mary muttered —!  
(A word not fit to print.)

THE woman with bleached hair knows her dye is cast.

A Dorking (Eng.) landlady refused admission to a lady wearing a suit of bloomers "that cost seven guineas, and were of a pretty blue with a faint gray tinge." The heartless wretchess!

# THE SADDLE

OF THE SEASON



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

**THE WHEELER SADDLE CO.**

Detroit, Mich.

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



Light and Resilient.  
Practically Puncture Proof.

ALSO **FOXHOUND TIRE**

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

**CHASE SPECIAL AND VULCAN**

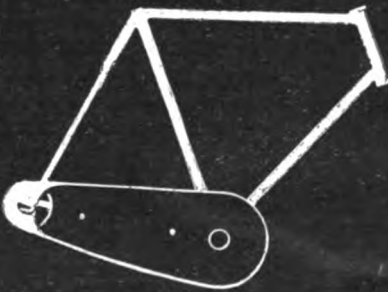
The equal of any High Grade Standard Tires in the market.

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

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

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

**Built-in Gear Cases**



Cast in one piece with the frame means **50 per cent. more frame strength.** Oil, the only efficient lubricant, can be used, as the rubber-edged, celluloid cover makes the case **dust and almost water tight.** This means a **lighter chain; perfect working; a tighter chain; no backlash nor lost motion; no dirt, wear, friction nor stretch.** The life of a wheel doubled. All these advantages only on the

**New Su-Mi-Num** Gear Cased Bicycle

SEND FOR CAT.

**ST. LOUIS ALUMINUM CASTING CO.**

ST. LOUIS, U. S. A.

**STANDING IN HIS OWN LIGHT**



A man who would try to read in this position would probably wind up the cat and put the clock out of doors.

Just what such a man would do in the matter of Advertising, it is n't hard to guess.

**When he should he wouldn't**  
— HENCE —  
**When he would he couldn't**

L. A. W. BULLETIN