

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 17, 1898.

Number 24



ROAD AT COOLBAUGH, PA.
Photograph by C. H. Van Allen.

Subscription, \$1.00 per Year.

Special Club Rate to League Members Only, 25 Cents.

Entered at Boston Postoffice as Second-Class matter.

Price, 5 cents.

PAID CIRCULATION, 95,995.

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ALL THE ELEMENTS

that combine to make a bicycle
best for all purposes are found in

STERLING BICYCLES

"Built Like a Watch"

**Strength, Speed, Ease of Propulsion,
Perfect Construction.** Every Sterling
wheel is inspected and tested at the fac-
tory to prove its perfection.

STEPLING PRICES FOR '98:

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

Catalogue free. Correspondence
invited and cheerfully answered.

STERLING CYCLE WORKS,

274-276-278 Wabash Ave., Chicago.

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

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

CHAIN STRETCHED?

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

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



RUNS THIS WAY

NO RUB NO GRIND IT ROLLS

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

MORSE CHAIN CO., Trumansburg, N. Y.



KOKOMO KORKER

Quickest
Repair Outfit
on the market

DEFENDER

The "Defender" Smooth
"Defender Special" Tread.

Send for sample sections.

Corrugated
Tread.

KOKOMO RUBBER CO., Kokomo, Ind.

TIRES

Trouble Ahead.

Because our soldiers may delay,
That fact should cause no sorrow;
It's hard for them to fight to-day
When they've got to fight to-Morro'

OHIO CYCLE-PATH BILL.

Cycle-paths may be constructed in Ohio under a new state law. It is provided that county commissioners may "construct or repair bicycle-paths" on the highways of their respective counties, and that when they do, "every person residing in such county shall procure a license and pay the sum of one dollar for each bicycle owned by him and used on the highways of such county." Licenses are to be obtained from the county auditor, who "shall furnish with each license a metal tag of suitable form and design and bearing the number of the license." All money received from this source is to be used for the construction and repair of the paths, printing the licenses, and procuring the tags. The paths are to be built "outside or along one side of the traveled roadway." The tags are to be affixed to the left side of the front fork of the licensed machine. Persons who violate this requirement, or who drive a vehicle or animal upon the path, may be fined "not more than fifty dollars, which shall be paid into said bicycle fund."

THE man who does n't know enough to go in when it rains should at least possess wit enough to carry an umbrella.

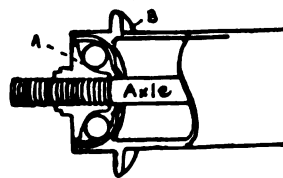
CONTACT POINTS IN BEARINGS.

A good deal of discussion has taken place of late regarding the relative merits of two and three-point bearings, but just what is meant by these expressions is not clear to most wheelmen.

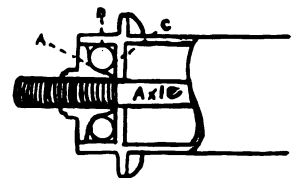
It is obvious, in the first place, that each ball in an ordinary bearing must come in contact with a ball on each side of it, and that this will be true of all bearings, no matter how many times the balls may touch the cup and cone; hence, these two invariable points of contact are neglected, and in speaking of a bearing as two, three or four-point, reference is had only to the number of points at which each ball touches the cup and cone.

In the accompanying pictures the left-hand portion of the hub is cut away, so that one-half of each cup and cone shows, with a ball above and below the axle.

In the "two-point" bearing both cup and cone have concave surfaces, and touch the balls at the points A and B. The cup is held firmly in place, but the cone screws on the axle, and, by closing up on the ball at A, forces it close to the cup at



2 POINT



3 POINT

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.

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.

5 TIMES AS MUCH OXYGEN



supplied to the flame of a "Bragger" lamp as in ordinary lamps, because of its **Double Forced Draft.**

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

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

For sale by all dealers. Prepaid, \$3.00.

HITCHCOCK LAMP CO., Watertown, N.Y.

CARTER'S GOLF and BICYCLE SHIRT.



The only Undergarment that guarantees **Perfect Fitting Trousers.**

No superfluous cloth to form ridges. Is so cut as to conform to any shape.

To Wheelmen it offers no impediment to the free use of the legs, thereby enabling the wearer to go faster, farther, with more ease and less fatigue than with any other garment. No bunches, ridges, or continuous tucking down of garment; when once placed it will stay.

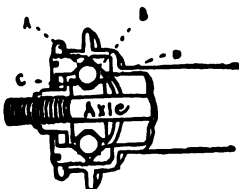
PATENT APPLIED FOR.

Sent postpaid on receipt of price.

Fine White Merino or Natural Wool (Gray) \$1.25 each.

E. W. CARTER & CO., 50 Remsen St., COHOES, N. Y.

B, and so maintains the adjustment of the bearing. In a "three-point" bearing the cone has a straight, or slightly concave, surface, as shown at A, and the cup has two straight surfaces, as shown at B and C. In this case, as the cone is screwed up, it presses against the ball at A, and forces it closer into the angle of the cup, so that the points of contact, B and C, on the sides of the cup, move up toward the point of the angle, thus maintaining adjustment.



4 POINT

"Four-point" bearings are not so common as the others. In them all the points of contact are on flat surfaces, and the adjustment simply locks the balls more closely between the four faces.

The perfection of adjustment obtainable, the presence or absence of sliding friction, and the evenness in distribution of load on the balls, are some of the problems connected with these different forms of construction.

SOME persons go through life with their hands so full of themselves they expect everybody to open the doors for them.

PATRIOTISM means love for one's own country, but not necessarily a hatred for all others.

THE man with the most nerve is the least nervous.

THE GIFT OF A SHIRT.

The L. A. W. BULLETIN editor has received many touching evidences of the very high esteem in which he is evidently held by the half-million or more readers of this paper, but none have really made a more effective impression than the one "with which this chapter opens," as the novelists would say.

Business has not been what it should be for some time — still we had tried, uncomplainingly, to do our duty, not even realizing that the shirt we have worn since the present L. A. W. BULLETIN was started might not last much longer; and now we are the proud possessor of a brand new shirt — the gift of "an appreciative friend."

It is a fine garment, and we shall soon again feel "quite dressed up."

We would not criticize details of a gift shirt — but the brevity of the "train" on this shirt reminds us of one that a young lady made and sent to her lover, who was serving in the Union army, some thirty-odd years ago.

She had used her best judgment, but was quite unaccustomed to the designing of such garments. The young man acknowledged the gift, but said that while he had seen

A man without a wife,
 And a ship without a sail,
 The oddest thing in life
 Was a shirt without a — proper length.

TO HATE others is to love ourselves less.

No Wrench Required with**THE
CLAUS
BAR.**

Cat. for the asking.

THE CLAUS
ADJUSTABLE BAR.

Simple, positive and easy to adjust while riding. 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.**CYCLIST'S CELEBRATION**
4th OF JULY.

The celebration of the "glorious 4th" will this year be greater than ever. Cyclists wishing guns and revolvers to aid them in making a noise will do well to secure

Iver Johnson Fire-Arms

Noted for their safety mechanism. Their accidental discharge is impossible. Ask your dealer to show them to you.

IVER JOHNSON'S ARMS & CYCLE WORKS, Fitchburg, Mass.

Branches:

New York, 99 Chambers St. Boston, 408 Washington St.
Worcester, 364 Main St.

**We Might Save Money
in Building....****Rambler**
BICYCLES

by using as dress protectors simply cords, strung on cheap mud and chain guards — but we do not!

RAMBLER DRESS GUARDS

on women's Ramblers, are beautifully knitted affairs, securely hooked on to neat, light aluminum guards, and can be readily removed intact. An accident to one cord will not unravel the whole protector.

THESE COST MORE, BUT ARE NONE TOO GOOD FOR RAMBLER BICYCLES.

GORMULLY & JEFFERY MFG. CO.

... CHICAGO ...

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

NEW BEDFORD ROAD MAPS.

A unique series of twelve road maps of New Bedford, Mass., and vicinity have been published by the South Bristol League Club. Each map is four by seven inches. The roads are clearly shown and along each one is printed an explanation of its character and condition and also the grade. Near the margins are indicated the number of the map, or "plan," which gives the adjoining section. An index shows the towns included in the maps and the numbers of plans on which they appear. They are put up in a neat and serviceable leather case.

"BIKE" -chloride of sunshine is a good spring medicine.

THE fact that blood is thicker than water is a thin excuse for living off of one's kind old uncle.

HE who does right for a reward might do wrong for the same reason.

WILL Sampson strike as Cervera blow as Dewey did?

YES, "Truth lies at the bottom of a well," and that, no doubt, is why we have to "pump" so long, at times, to get it out.

WE presume that, all things considered, every one is as good as he can be, and no one is any better.

THE coal-dealer has a great many fire sales.

A VERSE-ATILE POET.

NIXON WATERMAN.



POET cannot write unless he has an inspiration;
The gods and Muses must direct his heaven-born vocation.

He's got to climb Parnassus and behold the living fire;

He needs must have a nobler aim than common folks require.
So, when the gods command, I love to write a thing of beauty,—

An ode to make my fellowmen cling close to truth and duty;
Or sing about the happy brook, so clear, so pure, so rippling.
Or tell some barrack-room affair, such as would please a Kipling.

I like to write a rattling rhyme of battles fierce and gory,
Or fashion, for the children's sake, a pretty fairy story.
I find myself at home with themes amusing, light and cheery.
And, by the by, I can construct a fine obituary;
For when it comes to writing things, why, that's my forte, dog-gone-it!

I'll tackle anything you wish, from soap ads. to a sonnet.
Most any old theme catches me, the jolly or the solemn,
If I can feel assured I'll get so many "plunks" * per column.

* "Plunks" is a word frequently used in Chicago, and means "dollars."

GIFT of speech secures a minister a large salary,
yet we doubt if God estimates the worth of a prayer
by the amount of oratory there is in it.

"VIRTUE has its own reward," while vice gets a good many fat tips on the side.

"MONEY TALKS." If there is any change coming to you, that's back talk.

THE L. A. W. Bulletin AND Good Roads

A WEEKLY JOURNAL

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

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,
BOSTON, MASS.

EXCLUSIVE ADVERTISING REPRESENTATIVES:

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

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

SUBSCRIPTION PRICE:

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

Editor: **STERLING ELLIOTT.**

Associate Editors:

NIXON WATERMAN.

LUTHER H. PORTER.

JOE LINCOLN.

JUNE 17, 1898.

HOME MISSIONARY WORK.

HERE are many persons in the world who seem to be much worried lest the Right shall perish forever. They appear to believe that Right is a weak-minded, sickly little chap, with bow-legs and curvature of the spine, while Wrong is a great, big, lusty young fellow, with stout arms and a clear, cunning brain. Hence these good persons are sure that Wrong could easily overcome Right if the two were permitted to get together and fight it out; therefore they try to keep them as far apart as they can, so that the Right will never feel any influence exerted by Wrong.

But in doing this they fix it so the Wrong can feel no good influence exerted by the Right. Why send a few lean and lonesome Christians to work among the heathen at the risk of having the missionaries heathenized?

There are thousands of ladies and gentlemen riding the bicycle, and their pleasing, cheerful appearance is an inspiration to one who thinks on the happiness and welfare of his race. There are a few persons who, at times, ride the bicycle in a wrong manner, and we are told that the influence of these few produces a very bad effect on every good community they visit.

Sent to paid subscribers,.....	95,995
(Advertising rates based on above figures only.)	
Filled in as many hotels,.....	1,004
Filled in Public Libraries and Reading Rooms,.....	1,167
To advertisers and exchanges,.....	1,834
Total number printed this week,.....	100,000

And are the good communities powerless to exert an influence on those who have not yet learned better ways? Is this influence-exerting business all as one-sided as a jug-handle? We think not. We believe that if a few Christians can convert a heathen land, a Christian land ought to be able to convert a few heathen.


We should not feel so fearfully bad about having our attention called to those who need it. Right is a stalwart youngster. Don't take him out to ride in a covered perambulator propelled by a prudish, near-sighted nurse-girl. Let him jostle his way through the crowd. If he has n't the inherent qualities to enable him to hold his own no amount of coddling will make a man of him. If we really wish to overcome Wrong we should welcome him into the very midst of our own good ranks, where we can surround him and do battle to the very best advantage.

We all feel that it's quite the proper thing to pray for the heathen, five thousand miles away, and labor long and earnestly with him, that he may be brought to our way of thinking, but a heathen here at home always prompts us to call the police or to implore the gods to wipe him off the face of the earth.

If the bicycle has been the means of calling into our presence and influence those whom we may benefit by the force of good example, we ought to feel thankful for such opportunity. Don't be scared. The bicycle is a better home missionary than many persons have dreamed it to be. This is a pretty good world, and it is growing better.

THE FOOL MOMENT.

Every man is said to have his "fool hour" somewhere in his life. Every cyclist has his fool moment somewhere in his cycling career. Some moment when he forgets the cyclists' golden rule, "Always take the safe side in case of the least uncertainty," and "takes chances" which, if he had his life to live over again, he never would take. What does it profit a man to ride cautiously and discreetly for



MARK TWAIN

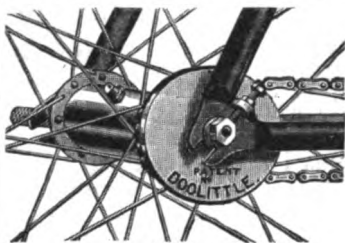
SAYS:

Man is the only animal
that blushes—or has to.

But of course there are others who prefer

TO PUBLISH THE FIGURES.

BACK-PEDALING DOES IT.



A PERFECT COASTER BRAKE.

When once set by back pressure on pedals, it remains in effect until forward pedaling is resumed. Write for descriptive circular. If **you insist**, any dealer will furnish it.

DOOLITTLE PATENT AUTOMATIC BRAKE CO.

168 Church Street, New York.

If you are not Satisfied

With the Saddle you are riding, why not try an **AVERY?**
IT BENDS DOWN.



We will send one, prepaid, on receipt of \$2.00. If, after 10 days' trial, you are not satisfied with the Saddle, return it to us and we will refund your money.

AVERY & JENNESS, 297 Wabash Ave., Chicago.

The Stanley Dry Plate Co.
 Newton, Mass.

Rapid.
 Easy to Develop.
 Low in Price.

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

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

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

THROWS LIGHT 200 FEET

\$6.00 Bicycle Electric Lights, **\$2.75**

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

months and years if, after it all, he is going to forget his good sense and commendable prudence some fool moment, and make a sorry spectacle of himself, if, indeed, he does not meet with great bodily harm.

There isn't a hill so precipitous but the average cyclist can walk down it without any danger whatever.

There isn't an electric or steam-car approaching a crossing so rapidly but what a cyclist can wait an instant for it to pass without his getting the least injury.

There is never a journey so long on a very hot day but what a cyclist can sit in the shade or ride a shorter distance at an easy pace without suffering from heat and fatigue to a degree that might result in a permanent and lasting distress.

Don't take chances and get a fall or a sunstroke or meet with some other unhappy circumstance that will distress you or others.

Lookout for that "fool moment." Don't you plan for trouble. Walk down the steep hill. Wait till the car goes by. Always take the safe side in case of the least uncertainty.

It requires "sand" to learn how to ride a bicycle, but one doesn't care to encounter much of it afterwards.

Lots of people waste valuable time trying to get across rivers that have nothing for them on the other side.

Just the Thing.

"You need a short vacation," said the doctor, "and a rest, With not a bit of toil in any mode."
 Said the farmer, with a wink, "Then I'd better go, I think, And be working out my taxes on the road."

CYCLES AND THE CARRIAGE TRADE.

If common report is worthy of credence, there is hardly a manufactured article whose sale has not been affected, or a line of business which has not been depressed, by the prevailing popular tendency to spend all spare money for bicycles and their accessories. Now that the use of wheels has become so general, the amount of money invested in them has reached a very large sum, and very much of it has undoubtedly been diverted from channels into which it would otherwise have flowed.

It is difficult, however, to tell what lines of trade have felt it most, or to judge of the relative effect. The carriage trade is often said to have been a heavy sufferer and, directly or indirectly, it is probably true that it has been. Whatever reduction in the sale and use of carriages has taken place, the opinion of a trade organ, *The Hub*, is that the heaviest losers have been the makers of parts who catered to the cycle builders, and who sold to them indiscriminately without using good business judgment and making their credit depend upon "their capital and their business reputation."

In the May issue *The Hub* says that "nothing has occurred during the past fifty years that has

NO FEAR OF SLIPPING

WITH THE
NATIONAL Single-Tube



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

THE NATIONAL TIRE CO.
 204 Dearborn Street, Chicago.

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.



BROKEN GLASS CAN'T HURT IT.

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

BOICE PUNCTURE-PROOF TIRE

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

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

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.

wrought as much injury to the carriage trade as the bicycle craze, but the injury has not been in the line generally accredited so much as it has in the direct line of production. The demand, springing up as it did, at a time when business depression was making itself felt in all regular lines of trade, and in none more than the carriage industry, offered a tempting field for operation, particularly to manufacturers of drop forgings and bent woods.

"The sudden collapse of so many bicycle manufacturers, and the smallness of their assets as compared with their liabilities, was a severe blow to those manufacturers of parts who had gone to great expense in the fitting up of machinery, and inflicted losses sufficient to wipe out the accumulations of a decade. . . . It is claimed by those who have given attention to this matter, that seventy-five per cent. of those who engaged in their [bicycle] manufacture failed, and that the average of assets was less than twenty-five per cent. of liabilities. . . .

"The lesson has been a severe one, but we do not believe that it will be forgotten, and that, hereafter, manufacturers of carriage materials will be slow to give up the old, tried customers for those who come in on a boom with no more substance than a child's soap bubble."

God's true gospel is that sung by the birds, blossomed by the flowers, and sparkled by the stars. Man is the only heretic.

So the Landlord Says.

When people own the house, they drive
 Each tiny tack with greatest care;
 But when they rent it — sakes alive! —
 They slam a spike in anywhere.

THE IOWA WAY.

Somebody has observed that "there is more than one way to kill a cat." This is fortunate, no doubt, for if one should ever be so cruel as to desire to extinguish a cat, it might be difficult to blot out, to a finish, the nine lives it is said to possess, without having any one process become sadly monotonous.

And, by the by, there appears to be more than one way in which the scorcher may get his come-uppence. We are reminded of this happy fact by the subtle manner in which the Iowa people go gunning after this genus *humtoveri ridecoverum*. They stalk their game and capture it alive without once letting the animal suspect that there is danger lurking anywhere in the vicinity of its neck of the woods. The very cunning method of catching sparrows by simply sprinkling a little salt on their tails, which has been in vogue ever since there were sparrows and salt, is more than equalled by this newer method of procedure.

Now these keen catchers of men in the "Hawkeye" state do not mention the word "scorcher." That would at once make known their purpose and defeat their aims. No, they simply say that the handle-bars of bicycles shall not be dropped more

A-5

CLIPPER



No bicycle made the equal of a Clipper at the price of a Clipper.

MADE BY THE
CLIPPER PEOPLE


GRAND RAPIDS
Michigan.

FIRM WITHOUT BINDING

No. 3 TOE CLIP

Price 38c. a pair. Highly finished. Holds foot firm. Easy to get in and out. Prevents lateral motion. Can not bind or affect circulation. Catalogue high-class Bicycle Sundries upon request. Dealers often offer inferior goods on which they make excessive profits.

THE BUESCHER MFG. CO.,
Fine Brass Workers - Elkhart, Ind.



Patented Sept. 14, 1897.

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.

A BIOYCLE 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.

than four inches lower than the saddle, and also that cyclists must hold their heads in a position which will enable them to command a view of the street for at least two hundred feet in front of them.

The play of Hamlet with Hamlet's part left out would be as complete as would a scorcher who must sit up and look ahead of him. A scorcher is n't really happy until he assumes a position in which the sharp apex formed by a quick bend in his spinal column is several inches higher than the tips of his ears. The Iowa people say nothing about prohibiting scorching, but they have made laws against doing certain things that make genuine scorching next to impossible. Their indirect method of obtaining the end desired reminds one of the sanction granted by a very kind parent who told his children that they might go swimming but that they must not go near the water.

THOSE SIGNATURES.

April 29th we printed four complicated signatures, and offered a solid gold L. A. W. pin to each reader who could tell us the correct names of the persons represented by the autographs.

No letter was received which gave correctly more than one of the names. The list is as follows:

- No. 1. Herbert G. Streat.
- No. 2. Willis Sharpe Kilmer.
- No. 3. F. Weddigen.
- No. 4. A. N. Damrell.

SEND YOUR ADDRESS TO THE...

JOHN P. LOVELL ARMS CO.

BOSTON, MASS.

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

LOVELL "DIAMOND" BICYCLES.

GIVEN AWAY to every purchaser of a pair of these fine **CORKALINE GRIPS**

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.

MONEY SAVED The L. A. W. rider can have at about half price, if ordered before the 1st of July, 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 Lightning Lubricant.

You can rely on a Prentiss Calendar Clock to catch your train or keep your appointments, and it always shows the correct date. It is the only key-wound clock capable of running over thirty days on one winding, and maintaining a constant rate for many weeks at a time. Our Frying Pan Clock, a unique ornament, is having an immense sale; price \$3.25.

Send to the **Prentiss Clock Improvement Co., Department 29-49 Dey St., New York City,** for Catalogue No. 5,997.



A Dream of the Future.

A fond, cherished hope in my bosom I bear, —
A dream, an ambition, a wish and a prayer, —
'Tis that some day, when I in a restaurant dine,
My food I'll select by its flavor divine,
And not by the price at the end of the line.

FROM CYCLING TO FLYING.

There has never been a period when man did not envy the bird in his flight and dream of a future in which he, too, would be able to soar through space. From time to time he has made efforts to construct machines that would enable him to fly, but he has hitherto utterly failed, for lack of knowledge of fundamental requirements. It is only in recent years that the matter has been taken hold of in a scientific way and systematically investigated.

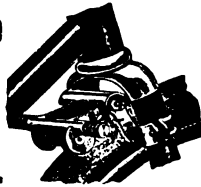
Before flying will become an actuality, authorities consider that there are ten problems to be solved; that the solution of six of them has been approximated, but that the remaining four require much more investigation. Those partially solved are: 1. The supporting power of air, which is greater than has been supposed; 2. Production of a suitable motor, now nearly accomplished; 3. Design of suitable instrument to provide propulsion, good results having been obtained from rotating screws, and also from flapping pinions; 4. The best form for the apparatus, which seems to be fixed surfaces called aeroplanes, aerocurves and aerodromes, driven by some propelling instrument; 5. The extent required



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

The Davis Roller Brake

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



DAVIS MFG. CO., INDIANAPOLIS.

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.

YOUR NAME IS WANTED

for a Catalogue which will tell you all about

The Trinity

A GENUINE BICYCLE.

If you are a good agent in unoccupied territory, write—we'll treat you white. TRINITY CYCLE MFG. CO., Keene, N.H.



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.



..A '98.. PROPOSITION

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

MANSON CYCLE CO.

153-155 W. Jackson Street, Chicago.

RIDE THE CHRISTY SADDLE.

Physicians endorse it and high grade manufacturers furnish it without additional cost. Price, \$5.00. Booklet free.

NEW YORK

A. G. SPALDING & BROS.

CHICAGO

ELASTIC STOCKINGS

Knee Caps, Anklets, etc. Special prices to bicyclists. Send for price list to manufacturer, L. H. SCOTT, 313 Main Street, Worcester, Mass.



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.

for sustaining surfaces, experiments indicating that a machine of about 100 pounds can carry a man of 150 pounds upon a sustaining surface of about 200 square feet; 6. Wood covered with textile fabric will make a machine sufficient, at least for glides, at the outset.

The remaining problems are: 7. Maintenance of equilibrium and preservation of balance in varying air currents and gusts of wind, for, until perfect automatic equilibrium is secured, dynamic flight will be extremely dangerous; 8. Complete steering control, whether by rudders, by changing position of centre of gravity, or by both; 9. Ability to start under all conditions, and 10. Corresponding ability to alight. These must be solved before the bird can be imitated.

Among experimenters, Mr. Otto Lilienthal stands prominent. His machines have a carrying frame in the centre for the operator, with cushioned rests for the arms, the body being suspended, and the legs left free for running and jumping, while large wings, resembling those of birds, extend on each side. A vertical and horizontal rudder facilitates the steering, but he depended chiefly on changing the centre of gravity. His machines weighed from thirty to fifty pounds, according to size. His experiments were largely devoted to soaring flight, or the gliding through the air which was the result of starting from a moderate eminence and sailing on until the machine gradually settled to the earth; but he also experimented with dynamic flight, or that

which is effected by flapping the wings. During five years he made thousands of glides without accident, until the fatal one in 1896.

"In order to practice flying with these sailing surfaces," says Mr. Lilienthal, "one first takes short jumps on a somewhat-inclined surface till he has accustomed himself to be borne by the air. Finally, he is able to sail over inclined surfaces as far as he wishes. The supporting capacity of the air is felt, particularly if there is a breeze. A sudden increase in the wind causes a longer stoppage in the air, or one is raised to a still higher point. The charm of such flight is indescribable, and there could not be a healthier motion or more exciting sport in the open air. The rivalry in these exercises cannot but lead to a constant perfecting of the apparatus, the same as, for instance, in the case with bicycles. I speak from experience, for, although the system of my sailing apparatus remains the same, it has gone through numberless changes from year to year."

In his gliding experiments, Lilienthal found it necessary to start against the wind, as do birds, and from the top of a hill having the shape of a flat cone, so that he could always face the wind. He was able to fly eight times as far as the hill was high, as his larger sailing surfaces moved in an incline of one to eight. Practice in the air, without any support such as a balloon, is absolutely necessary in order to acquire knowledge of the stability of flight, as the conditions of free flight through the air are peculiar and different from all others. At the time of his death



5000 BICYCLES
All makes and models, must be closed out at once. New '92 models, guaranteed, \$9.75 to \$18; shopworn and used wheels, \$8 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. **EARN A BICYCLE** 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.



Price \$3.00.

THE DOWNES BICYCLE SEAT.

You miss the pommel and find it difficult to ride, for a short time, but you soon know it is the only hygienic seat on the market.
DOWNES BICYCLE SEAT CO., Phila.



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 MANU-FACTURING CO., Newark, N.J., P.O. Box 52**



Are Your Spokes Rusty? Put **ALUMINUM LACQUER** on them. Jobbers, put it on your list. A postal brings circular and coin holder; 25 cents brings brush and bottle, enough for one machine.
THE COLOPHITE CO., 106 Park St., New Haven, Ct.

WANTED—10,000 2nd-HAND SADDLES.

Send us 50 cents and your old saddle by mail or express, prepaid, and we will ship a New Saddle without further cost. Take your choice of following makes: Hunt, Garford, Sager, Wheeler, Duplex, Cutting, Hollenbeck, Mesinger, Beck, Shoe or Dandy (Brown pattern). **BICYCLE SADDLE EXCHANGE, 26 W. Broadway, New York.**

BARGAINS IN MINERAL COLLECTIONS, PREPAID.

10 Beautiful Crystals, 25c. 24 Typical Minerals, 35c.
50 Student Size, large, 90c. 100 Fine Specimens, \$1.75.
We send an uncut Gem and latest Bargain List for 4 cents, stamps.
INGERSOLL & CO., N. Y. Mills, N. Y.

he was progressing with a contrivance to effect flapping of pinions, and so secure dynamic flight.

Similar experiments have been carried on by others, including Mr. Octave Chanute and Mr. A. M. Herring. In some of their machines they introduced a regulating mechanism "which took care of the equilibrium fore and aft and diminished the effect of the side wind gusts," so that the body had to be moved but little. They made a large number of flights without accident, "the motive power being furnished by gravity and the supporting power, which is due to the speed, being assisted by the adverse wind." As a result, they concluded that "a motor of about five indicated horse-power might be expected to maintain an apparatus of the above type, carrying a man, in horizontal flight, through the air."

Mr. H. S. Maxim and Prof. S. P. Langley have made extensive investigations regarding dynamic flight, and the latter, after years of experiment, has produced a machine which has flown considerable distances, its flight being limited only by its motive power, but it has carried no person.

Early in his work Prof. Langley found that though high speed on land or water requires more power than slow speed for the same distance, and increase in speed requires greater proportionate increase in power, in the air a flat surface, if moved fast enough horizontally, is sustained by less than one-twentieth of the power supposed to be necessary. The air gives support as ice supports a skater. If a sheet of ice just large enough to support his weight is



ADOPTED by the Department of Public Safety of Philadelphia, and pronounced by the officers to be without equal.

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

The Lovekin

SADDLE CO., (Inc.)

Price, \$3.00.

631 Walnut Street, Philadelphia, Pa.

The Seat Ideal for the Ladies' Wheel.

WILL NOT SAG.

Built to sit on, not to straddle.

THE WHEELER SADDLE CO., Detroit, Mich.



Fairbanks-Boston Laminated WOOD RIMS are the highest grade for bicycles. Be sure you have them on your 18.8 high grade bicycle. Send us your address and receive a sample section for examination.
FAIRBANKS-BOSTON RIM CO., BEDFORD, MASS., & BRADFORD, PA.



In Greater Demand than ever.

An 1897 HUBBER ROADSTER; also a ROAD TANDEM; never been out of the crate, freshly finished.
HENRY L. CHASE, Westboro, Mass.

broken into a number of smaller pieces, it will not support him, *unless* he skims over it very rapidly, and so the air must be passed through rapidly in order to get sufficient support for a heavier body.

To propel his aerodrome, Prof. Langley finally secured an engine weighing less than seven pounds, which furnished over one horse-power; but his machine still required "a power like instinctive adaptation to the varying needs of each moment." It needed to be so balanced that it would "have a position of equilibrium into which it tends to fall when disturbed, and which would enable it to move of its own volition, as it were, in a horizontal course."

The machine which accomplished this and finally flew, covering several miles in about five minutes, had two pairs of wings, slightly curved, fastened to a long steel rod. The boilers, engines, machinery and propeller wheels are attached below to this rod. The propellers were nearly four feet in diameter and placed amidships. The hull was formed of steel tubing with a metal sheathing. The propellers are driven as high as 1,200 turns a minute. The rudder is automatic and works both horizontally and vertically. The "bird" is over twelve feet from tip to tip, sixteen feet long, and weighs thirty pounds.

On May 6, 1896, it took its first actual flight, and after that flew repeatedly, the trips being limited only by the supply of fuel and water. There now seems good reason to believe that larger ones may "be built to remain for days in the air, or to travel at speeds higher than any with which we are familiar."

Sweater Fronts

with L. A. W. Emblem embroidered in colors on Royal Purple cloth. A most desirable and attractive article, \$2.00 each. Special rates to clubs. Also, Handle-Bar Ribbons and Ribbon Badges. Send postal note: no stamps.

RHINE & CO., 775 Broadway, New York.

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.**

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.

LEAGUE TIRES

Get There and Get Back.

**25 PARK PLACE,
NEW YORK.**

A Padded Sell.

The maid with the beautiful figure — how shocking!
Ne'er noticed the rent in her bicycle stocking;
The sawdust ran out, and a man, standing by,
Said, "Now will they tell me that figures don't lie?"

RECIPROCITY WITH CANADA.

In return for the privilege of taking the wheels of L. A. W. members into Canada without payment of duty, the U. S. Government has decided to allow a similar privilege to members of the Canadian Wheelmen's Association who may tour in this country.

This we think is as it should be, and there can certainly be no disadvantage which will offset the many good features of such a brotherly interchange of courtesies.

In answer to the many who have asked the question, we can now say that there is no immediate prospect of our being deprived of the privilege heretofore given L. A. W. members touring in Canada.

A NEW BICYCLE QUARTERLY.

An interesting little publication has just started, with E. P. Critcher, Vanderbilt Building, New York, as the responsible party. Its title is *Good Roads Book and Rules of the Road Magazine*. It contains several maps of New York and vicinity, and much valuable information of especial interest to members of the L. A. W. in that village.

L. A. W. POLICE.

The mayor of Chelsea, Mass., has appointed 34 L. A. W. members to serve as special police, to prevent careless riding.

Too much cannot be said in favor of any plan which tends to lessen the nonsense of riders whose actions bring reproach on the wheel and its friends.

The scorcher, as hour by hour he scoots,
Is filled with the thought that he's shooting the chutes.

Though everything else pertaining to cycling has been greatly improved, the weather is as bad as ever.

"Arctic" Chain Lubricant "Never-Hot"

5 Cents per Stick.

OF YOUR DEALER, OR SENT BY MAIL BY
ARCTIC LUBRICANT CO., 129 Furman Street, Brooklyn, N. Y.



MAKES ITS ROAD.

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

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

A GRINDING, SNAPPING CHAIN may mar the pleasure of an otherwise delightful trip awheel. You may think it impossible for a bicycle chain to always run smoothly. If so, you have not used **ALLERTON MICA CHAIN LUBRICANT**. All dealers. Sample by mail for 2c. stamp. **ALLERTON LUBRICANT COMPANY Warren Pa.**

A Temperance Machine.

The bicycle carries some persons, indeed,
Who are more or less wicked and woozy,
But there's this we can say for the tireless steed,
It won't carry a man when he's "boozy."

TO USE CONVICT LABOR.

A new law in Massachusetts relative to reclaiming and improving waste lands, provides that the superintendent of prisons shall erect cheap iron buildings, suitable to accommodate about 100 persons, on such tracts as may be secured, and that the prisoners "shall be employed in reclaiming and improving said land, and in preparing by hand labor material for road building."

A "MILE" IN VARIOUS COUNTRIES.

Our English mile is 1760 yards, and differs from the unit of distance used in other countries. The kilometre of France, Belgium and Holland is 1094 yards; the Chinese mile 609 yards; the Russian 1167; the Spanish 1522; the Italian 2025; the Portuguese 2250; the German 5280; the Austrian 8297; the Danish 8238, and the Norwegian and Swedish 11,690.

Mr. Edward N. Hines, Second Vice-President of the L. A. W., and Miss Clara Margaret Steers were married June 8, at Northfield, Mich., and are now "at home" in Detroit. Mr. Hines' many friends in the League have such implicit confidence in his good judgment, excellent discrimination and exalted appreciation of the good, the true and the beautiful, as to insure them he is as deserving of sincerest congratulations as is the one who, henceforth, is to dictate the style of necktie he shall wear and the hour at which the front door shall be bolted o' nights.

Pittsburgh ladies may violate the rule against coasting, while male riders are "hauled up" for a similar transgression, — according to a correspondent of the **L. A. W. BULLETIN**.

Tell this to Miss Anthony.

Gloves for cycling should be at least one size, and preferably two sizes, larger than are usually worn.

WHERE poverty destroys one genius laziness spoils a hundred.

WHAT DO YOU THINK?

WINNERS FOR MAY 27, 1898.

First.—MISS JOSEPHINE LUDWIG, Philadelphia, Pa.

Second.—D. WOOLLEY, Ware, Mass.

Third.—A. T. COOK, Hyde Park, N. Y.

The farmer who sold his hay, let his cows starve, and then sold their hides, did, as a matter of fact, "make money twice."

Possibly he did the wisest thing, — especially if the cows were not worth milking.

If, however, they were "high-grade" cows, his action might be likened to that of the man who burns his building to get the insurance.

Every business man has two kinds of property.

In one class is his plant, — stock, money, and whatever has an obvious cash value.

But the most valuable part of his belongings is the "good-will" of his business.

Any man with money enough can start a large store, mill, or factory, but the most substantial necessity is custom.

When civilization has gotten in the way of "treading a path" to any man's door, that one fact is oftentimes worth more to him than any other asset of which he is possessed.

Money put into *judicious* advertising is invested, and in a commodity that fire and flood cannot destroy.

The next morning after P. T. Barnum's Museum was burned, which, think you, was worth more — the name of Barnum or the cash necessary to rebuild?

Thousands of unknown men had the money to put up another show, but could they have done so and made the success that was already attained by the unique methods of advertising which had made the name of the old showman a household word?

Nothing Succeeds Like Success.

If you've more trade than you can do,
And your store with crowds is packed,
'Twill help to keep it so if you
Will advertise the fact.

Quality, price, and advertising.

And the greatest of these isn't either quality or price,

Although it takes a combination of all three to win.

To say that "talk is cheap" may be the proper caper,
But not when printed on a mammoth stack of paper.

A lady wins the first prize for May 27th issue.

We are always interested in the criticisms which are made by what Bro. Bassett calls the "pocketless sex," and have decided to offer prizes next week for lady competitors only.

We hope a sufficient number of the L. A. W. sisters will take an interest in the matter to warrant us in cutting off the "brothers" for that week.

An untidy store turneth away business,

And a discourteous salesman is an abomination.

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,
June 17. BOSTON,
MASS.

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

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

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

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

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

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

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

To the writers of the best three letters we will send (on July 1.) checks for \$5.00, \$3.00 and \$2.00, as above.

PHOTO-CYCLING.

Cycling and photography have become so closely allied that the hyphenated title of this article is most appropriate. Without a camera the cyclist may visit and enjoy seeing many charming places, but he can carry away no lasting impressions of them which may be reproduced for his own pleasure and that of others. Without a cycle, the possessor of a camera, though prepared to take and finish up any number of pictures, lacks the means of getting into taking distance of desirable subjects. The cycle and the camera go together, hand and glove, and, to the lover of photography, are an indispensable source of pleasure, if not of profit. In cycling, a good companion is the very first thing to be chosen to insure a pleasant outing. In cycle-photography choose a companion who is as fond of both cycling and photography as you are. The intellectual companionship to be enjoyed by two persons who have a mutual love for these pastimes is something beyond price. In photography two persons always see so much more than one. Pictures are taken from different stand-points, with different degrees of light and exposure, and when compared later on afford a pleasing fund of experience that could be gained in no other way. If, indeed, a photo-cycling club containing a small number of members can be formed, so much the better, and the more diverse and valuable will be the experience gained. As a matter of course, the smaller the club the easier it will be to get the members together for a subject-hunting run or for a sub-

mutual interests must be the key note of the club membership. The scorcher who insists on riding



CYCLERS' SNAP SHOTS. — ADOBE MISSION, LOS ANGELES, CAL.
Photo. by Percy B. Lovell, Moorestown, N. J.

one hundred miles and taking one picture is to be avoided as much as the photo. crank who wishes to ride one mile and take one hundred pictures. The proper thing to do is to counsel moderation in the use of both camera and wheel. Don't waste time and plates on every and anything in the shape of an object or a landscape that may happen to present itself. One good plate is lots better than many indifferent ones. Try to intersperse the cycling with the picture-taking. One will serve as a restful change from the other.



CYCLERS' SNAP SHOTS. — GERMAN SHIP "POTRIMPUS," LONG BEACH, WASH
Photo. by C. R. Higgins, Astoria, Ore.

It is a well-known fact that the longer a photographer stays at his work the fewer pictures he takes. But those he takes count for more and more. It will not be amiss to again emphasize the fact that the first purpose of owning a cycle and a camera is to make them contribute to your pleasure and, hence, to your general well-being. If you find that either one or both fail in this purpose, you may conclude the fault is yours, and you should consult a specialist. Don't try to ride a bicycle that is n't pleasantly rideable, and don't try to take pictures until you have a practical camera. It need not be expensive, but it should be right in principle. When you are properly armed you may go gunning for pleasure and feel quite assured you will find it. The pictures you secure will serve as happy mementos of your cycle outings, and the better the pictures the happier will be the impressions you will enjoy in a retrospective way. If a picture is worth taking it is worth taking well, and since the cycle is willing to provide you with the proper subjects, there is no excuse for not having the camera do its part properly.



CYCLERS' SNAP SHOTS. — YORK STREET, CAMDEN, N. J.
Photo. by Francis B. Wallen, Phila.

sequent meeting for the showing of finished work. General congeniality and a harmonious blending of



WAR AND MUD.

JOE LINCOLN.

SAYS the blatant General Weyler, "If they'd give me half a chance
 I would show the 'pigs' a Spaniard's not afraid;
 For I would n't wait a moment, but my army I'd advance,
 And the cursed Yankee country I'd invade!"
 But he does n't know the job he'd have to tackle,
 Or he'd never leave the land of his abode;
 He would stay at home and hide, if he'd ever tried to ride
 Through the mess the Yankee people call a road.

'Tis a wondrous combination, and we make it out of clay,
 And of sticks and stones and refuse, and of mud,
 And it's trodden down and kneaded in a most ingenious way,
 And we moisten it with water in a flood,
 Till the bottom is as thick as "hasty pudding"
 And the surface is completely overflowed;
 Then we mix it up with glue to a pasty kind of "goo,"
 And we find we have a Yankee country road.

So, if Weyler should invade us, why, his armies would be stuck
 In a place where they could neither walk nor swim;
 But, alas! our noble soldiers would have just as wretched luck —
 They'd be mired so they could never get at him.
 And the methods which the generals would follow,
 Would be warfare of a most peculiar mode:
 Each would calmly settle down, waiting for his foe to drown
 In the soupy, slippy, sloppy Yankee road.

Oh, the brainy road-constructors have a very rigid rule,
 As the highways which they build us would denote;
 'Tis to make the roads too thin to hold a man or horse or mule,
 And a little bit too thick to use a boat;
 No doubt it is a very clever system,
 And they're justified in clinging to the code,
 But it's lucky, seems to me, that the war is on the sea,
 And not upon a Yankee patent road.

On the Wrong Track.

The average doctor plainly shows
He does n't hit our case,
For he feels our wrist when, Goodness knows!
We're sick some other place.

OPINION OF A TAX-COLLECTOR.

He says: "Bicycles should be taxed a certain sum *each*, regardless of their intrinsic value; for the obvious reason that the use of the highway is required as much for an old bicycle as for a new one."

We are forced to admit that the *advantage* to the road is as much in one case as the other, but where would such a proposition lead us?

Certainly no one would seriously think of a special tax on bicycles in the interest of road improvement without also taxing other vehicles in proportion, and then how about the idea of taxing the twenty-dollar old wagon of the street-peddler or truckman the same as the two-thousand-dollar carriage of the millionaire?

There may be instances where it is desirable to specially tax bicycles to build a cycle-path, or to specially tax all vehicles to build roads, but it seems to us that the fairest plan is to tax all vehicles like other property, on the basis of a proper valuation; prevent by law any vehicle from unnecessarily injuring the road; then build roads from the general fund.

There is no logical reason why all expenses of road building and repair should be borne by the users of vehicles direct, since, if it were so, they would necessarily be compelled to charge more for their services, and it would eventually come out of the public pocket, as it does at present.

'98 CATALOGUES RECEIVED.

Owing to our limited space and to the large number of catalogues received, we are able to give only a line to each. The names printed in display type are of those who have made complimentary mention of the L. A. W. in their catalogues. We understand that in most cases copies of these catalogues may be had for a stamp.

BICYCLES.

American Machine Co., Columbus, Ohio, *American Special*.
Ariston Mfg. Co., Westboro, Mass., *Ariston*.
Bean-Chamberlin Mfg. Co., Hudson, Mich., *Hudson* and *Lenawee*.
Joseph Beatty & Co., Pittsburg, Pa., *Explorer* and *Roamer*.
Drop Seat Cycle Co., Philadelphia, Pa., *The Drop Seat*.
Frontenac Mfg. Co., Syracuse, N. Y., *The Frontenac*.
Geneva Cycle Co., Geneva, Ohio, *Geneva* and *Ohio*.
Greyhound Bicycle Mfg. Co., Boston, Mass., *The Greyhound*.
Gendron Wheel Co., Toledo, Ohio, *Gendron* and *Reliance*.
Howard Chainless Cycle Co., Newark, N. J., *The Howard Chainless*.
Keystone Cycle Co., Reading, Pa., *Spinaway* and *Kyte*.
Light Cycle Co., Pottstown, Pa., *The Light Cycle*.
Luthy & Co., Peoria, Ill., *The Luthy*.
Manson Cycle Co., Chicago, Ill., *The Manson*.
Mohawk Cycle Co., North Indianapolis, Ind., *The Rumsey*.
Old Hickory Cycle Co., Chicago, Ill., *Old Hickory*.
Phillips Mfg. Co., New York, N. Y., *The Kimball*.
Ralph Temple Cycle Co., Chicago, Ill., *The Temple*.

Reading Standard Mfg. Co., Reading, Pa., *The Reading Standard*.

Remington Arms Co., Ilion, N. Y., *The Remington* and *Remington Ambulance*.

Rex Cycle Co., Chicago, Ill., *Rex Cycle*.

Shelby Cycle Mfg. Co., Shelby, Ohio, *The Ideal*.

Union Cycle Mfg. Co., Highlandville, Mass., *The Union*.

Wadsworth Cycle Co., Chicago, Ill., *The Raymond*.

SUNDRIES.

Badger Brass Mfg. Co., Kenosha, Wis., *Bicycle and Carriage Lamps*.

Buescher Mfg. Co., Elkhart, Ind., *Seat Posts*.

Buffalo Foot Cycle Co., Buffalo, N. Y., *Foot Cycles*.

Davis Mfg. Co., Indianapolis, Ind., *Davis Roller Brake*.

Frost Gear Case Co., Indianapolis, Ind., *Gear Cases*.

Morse Chain Co., Trumansburg, N. Y., *Morse Roller-Joint Chain*.

Horace Partridge & Co., Boston, Mass., *Parts and Fittings*.

U. S. Mfg. Co., Fond du Lac, Wis., *Cyclometers*.

Winton Motor Carriage Co., Cleveland, Ohio., *Motor Carriages*.

Wood Mfg. Co., Toledo, Ohio, *Handle-Bars*.

FARMER WAYBACK'S WOE.

NIXON WATERMAN.



OLD Farmer Wayback's hair
had not been tidied up
for years,
It hung about his collar and
it covered up his ears;
But one day, when he went
to town to sell a load of
corn,
He took a sudden notion he
would have it neatly shorn.

The change was something strik-
ing, and he could n't blame
the folks
He chanced to meet, along the road, for
getting off their jokes.
At first he didn't mind them, but they
worried him at last,
For all his friends and neighbors sort of "guyed"
him when he passed.

It seemed to him that everyone was waiting, just to yell,
"Hello! you've got your hair cut!" when he knew it might
well;

And so he hurried home to get beyond the gaze of men,
Where he could hide in peace until his hair grew out again.

And he was thankful when he drove within his barnyard
gate —

But even here he heard the words his soul had learned to
hate;

For all the hens came crowding 'round, and craned their
necks to see,

And "Cut, cut, cut-your-hair-cut!" cackled all of them in
glee.



CAMERA FIENDS! Send name and address.
Something new, — sent free. CALDWELL & LYMAN,
346 Broadway, New York.



TO PREVENT "DISINTEGRATION."

A subject of importance which has not yet received the attention it requires is brought to the fore by a statement recently made to the effect that "the smooth surface of the New Jersey stone roads, so much admired by bicycle riders, is rapidly disappearing, owing to the infrequency of rains in summer, the prevalence of sweeping winds, and the absence of trees and hedges from the roadside. The disintegration of the New Jersey stone roads, especially of those over which a constant stream of heavy wagons rolls into the city markets, must sooner or later raise the question of the expediency of giving a part of the annual state appropriation to the repair of the roads on the same plan of division of cost upon which new roads are built."

Up to the present time so much attention has been given to efforts to secure hard roads, and considerations of how they should be laid, that their maintenance when put down has largely been lost sight of. Many, indeed, have supposed, and some have asserted, that when once laid, it would not be necessary to touch them for years. Such ideas are radically wrong and, if acted upon, lead to disastrous results.

As a matter of fact, macadam roads require constant attention and care if they are to be kept in good condition, the greatest efficiency secured from them, and economy of maintenance obtained. All these things will vary largely with the character and quality of the roads, some requiring attention much more quickly and far more constantly than others, but the principle of maintenance is the same for all.

All stone roads are liable to "disintegration" under certain conditions, and will speedily be ruined if the tendency is not checked at the outset or, better still, warded off, so to speak, by constant care and attention. The smooth surface disappears, ruts form, water settles in them, and the road gradually breaks up.

The trouble with many of the New Jersey roads is not due particularly to the winds or "absence of trees and hedges from the roadside," but it is due to four principal causes, one of which is the "infrequency of rains in summer," and the others are the excessive use of clay for "binding" purposes in constructing the roads, insufficient rolling, and

failure to adopt an adequate system of care and maintenance after they are constructed.

We have repeatedly pointed out the features necessary to obtain and maintain good macadam roads, and no community which builds them can afford to overlook them, viz.: thorough drainage; abundant rolling of each layer of stone as laid; little or *no* clay for "binding" purposes; and a complete system of care and repair, which involves the constant employment of a suitable force of men to keep the roads clean, fill up the smallest ruts as they appear, and regular sprinkling in dry weather.

A FIELD FOR AGITATION.

Highway agitation seems to be sadly needed in Lawrence, Kan. The *Journal* of that city, in a recent issue, says that "there is no country road leading to the city but is in better condition than the best street on the south side." The worst street of all is Massachusetts, and on it the city has done no work "through the park in years, save to drag the scraper through it occasionally. . . . Through that park road the mud has been from one to three feet deep, and a loaded wagon could not go through it. This, on a street within a block of the business portion of the town, and on a street traveled necessarily by a large number of people, is a shame and a disgrace to any city or community that claims to be civilized. . . . We pay out thousands of dollars a year in charities to people who are able to work, and who should be made to work, and if they were put on the roads the amount given them each year would keep some of the streets, at least, in good condition. It is time something practical was done. Almost half a century has come and gone since Lawrence was settled, and to-day the roads and streets are in far worse condition than when the first settler came."

GOOD ROADS AND VACATION TIME.

Communities that look for income from the summer boarder cannot afford to ignore any feature of their surroundings that will add to their attractiveness. Times change and we all change with them. Nearly every family going away for the summer takes several wheels along, and the thousands who get away for a two weeks' vacation look for localities in which they can use their machines to best advantage. With all, the character of the roads is of first importance. This fact makes it possible for less alluring spots to rival their more popular competitors, by providing superior roads and advertising their excellences, and each succeeding year will make this plan increasingly effective.

BAD ROADS — BAD BUSINESS.

A late dispatch from Casper, Wyoming, says that "on account of muddy roads the wool hauling business of this part of the state is almost at a standstill, many of the loaded wagons being stalled along the roads leading to this city. The wool market is extremely dull and few sales have been made. The clip will be a large one, and of superior quality."

League of American Wheelmen

... Official Department ...

ABBOT BASSETT, Editor.

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Consuls and agents should draw upon division officers
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The Renewal Season
is now open.

RENEW AT ONCE.

"Bulletin" will be stopped at date of
expiration.

RENEWAL BLANK.

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

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

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

Name.....

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

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

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

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

Application for Membership in the L. A. W.

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

DEAR SIR:—Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation
fee in the L. A. W., seventy-five cents for one year's dues, and the remaining twenty-five cents I hereby
authorize and direct you to pay to the publisher of the L. A. W. BULLETIN AND GOOD ROADS, and re-
quest that he enter my name as a subscriber under the provisions of Articles III and VII of the
L. A. W. constitution.
I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution,
and refer to two League members (or three other reputable citizens) named below.

Name.....

Street or Box.....

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

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

Write Plainly on Blanks.

Printing Preferred.

Remit by P. O. Money Order.

RENEWAL LIST NO. 23.

Including renewals from June 6-11, inclusive.

Alabama	3	New Jersey	193
Arizona		New Mexico	
Arkansas	1	New York	541
Colorado	17	North Carolina	7
Connecticut	44	North Dakota	
Delaware		Ohio	55
District Columbia	11	Oklahoma	
Florida		Oregon	7
Georgia	1	Pennsylvania	530
Idaho		Rhode Island	31
Illinois	50	South Carolina	2
Indiana	13	South Dakota	5
Iowa	19	Tennessee	1
Kansas	15	Texas	3
Kentucky	31	Utah	1
Louisiana	9	Vermont	7
Maine	26	Virginia	3
Maryland		Washington	5
Massachusetts	415	West Virginia	3
Michigan	51	Wisconsin	70
Minnesota		Wyoming	
Mississippi	18	Canada	
Missouri	1	Foreign	
Montana	2	Mexico	
Nebraska		Indian Territory	
Nevada	20		
New Hampshire			

2,220

CANADIAN PRIVILEGES.

To all League Members:

I am pleased to announce that our efforts to secure for the wheelmen of the Canadian Wheelmen's Association the right of free entry of their bicycles across the Canadian border when touring within the United States has been granted by the Department of the Treasury at Washington, and hereafter our Canadian brethren will enjoy the same privilege which has been so courteously extended to us in the past.

In this connection the following official papers will be easily understood.

TREASURY DEPARTMENT,
Office of the Secretary,
Washington, D. C., June 7, 1898.

Isaac B. Potter,
Potter Building,
New York, N. Y.

Sir,—As a reply to your letter of the 23d ultimo, regarding the free entry of the bicycles of Canadian wheelmen, I transmit herewith a copy of this Department's circular of the 2d instant on the subject.

Respectfully yours,
(Signed) W. B. HOWELL,
Assistant Secretary.

Free Entry of Bicycles of Canadian Wheelmen's Association.

TREASURY DEPARTMENT,
Office of the Secretary,
Washington, D. C., June 2, 1898.
Department Circular No. 96.
Division of Customs.

To Officers of the Customs and Others:

In view of the propriety of promoting the comfort of tourists passing to and fro over the Canadian frontier, this Department held, under date of December 10, 1897, that the privilege accorded by the authorities of Canada of free entry of bicycles in use by transient visitors from the United States might be reciprocally extended to bicycles in use by tourists coming into the United States from Canada and returning to Canada within three days.

Experience having demonstrated to the Canadian authorities that no abuse of this privilege has occurred, and that the time limitation above specified is productive of much inconvenience, the Acting Commissioner of Customs of the Dominion Government has issued a circular of which the following is a copy:

CUSTOMS DEPARTMENT,
Ottawa, Canada, April 16, 1898.

Collector of Customs, Port of—

Re Tourists' Bicycles Brought into Canada by Members of the League of American Wheelmen.

Tourists, *bona fide* members of the League of American Wheelmen, who come into Canada with their bicycles (not new) may be entitled to delivery thereof without making the deposit referred to in Memorandum No. 82 B, if they will produce and leave with the collector or other officer of customs at the place and time of entrance their certificate or ticket of membership for the present year in said League, and shall fill up and sign, in triplicate, a collector's permission (Form C6), on the face of which shall be written a full description of the bicycle, stating the maker's name; the name or style and number of the bicycle, and whether it is a man's, woman's or boy's; the retail value of the bicycle; the full name and address of the tourist, with the number of the certificate or ticket of membership, the date within which, and the port where the bicycle will be re-exported.

One copy of the collector's permission shall be given to the tourist, so that in case the bicycle is exported at a port other than the port of entry, such copy shall be delivered up to the collector or other officer of customs

at the port of exit, who shall indorse thereon a certificate that such bicycle has been delivered to him to be remanufactured out of Canada, or that the same has been actually exported therefrom, and then forward said permission and certificate to the collector of customs at the port where the same was issued.

In case said bicycle is exported within the specified time and the evidence thereof is furnished in manner aforesaid to the collector of customs at the port of entrance, he shall transmit to the tourist's address, by mail, the certificate or ticket of membership so lodged with him; but in case such bicycle is not exported within the specified time or the evidence of such exportation is not furnished to the collector of customs at the port of entrance within fifteen days thereafter, the collector shall forward, without delay, to this Department, one copy of the collector's permission (Form C6), together with the certificate or ticket of membership of the tourist lodged with him.

Wheels may be sent through by express in bond, provided they be entered by the tourist at Canadian customs. (Signed) F. E. KILVERT,
Acting Commissioner of Customs.

In appreciation of the liberal action above indicated, this Department concludes that it may, with safety to the revenue, adopt a similar rule regarding bicycles in use by transient visitors from Canada, coming across the frontier, and the following regulations will accordingly be observed by all concerned:

Any tourist, who is a *bona fide* member of the Canadian Wheelmen's Association, and who comes into the United States over the Canadian border with a bicycle in use, and not new, may be allowed to pass the customs port without making entry of his or her bicycle, provided he or she will file with the collector of customs a ticket or certificate of membership in the association and a statement setting forth his or her respective name and residence, the duration of the proposed trip in this country (which, for the purposes of this proceeding, must not exceed thirty days), a description of the bicycle, with maker's name and number, its retail value, and the place or port through which return will be made to Canada.

This statement will be in duplicate, one copy duly certified, to be kept by the tourist to be delivered up to the collector of the port of exit into Canada. If such port of exit be other than the port of entrance, the collector to whom the certificate is delivered shall forward it to the collector at the first port, and on duly receiving such statement the collector at the first port shall surrender to the tourist, or transmit to him by mail, as the case may be, the ticket or certificate of membership deposited with him.

In case no statement shall be returned to the collector at the first port within a reasonable time after the expiration of thirty days from its date, he will send to this Department for its action the original statement filed with him, with a report of the circumstances of the case. (Signed) W. B. HOWELL,
Assistant Secretary.

PERIODICALS AT CLUB RATES.

No scheme that we have adopted for the benefit of League members has been more popular at the outset than that which we have just adopted in the matter of periodicals. We supply these to members at actual cost and the League assumes the cost which the business and correspondence entails, in order that our members may have the full benefit. We have prepared in pamphlet form a list of the periodicals, which members may have by sending a stamp for return postage. Send to ABBOT BASSETT, 530 Atlantic Ave., Boston, Mass.

VERMONT DIVISION.

I have appointed Mr. R. B. Denny, of Montpelier, Vt., to act as secretary-treasurer of Vermont Division, L. A. W., in place of G. W. Grandy, who has resigned. B. C. ROGERS, Chief Consul.
BURLINGTON, VT., June 8, 1898.

OREGON DIVISION.

It has come to the knowledge of the officers of this division that former members of this division are guilty of using their expired League tickets in obtaining reduced rates at the hotels.

This is to notify all League hotels to insist upon members exhibiting unexpired tickets before allowing them any privileges.

L. B. PREPERS, Chief Consul.
PORTLAND, OREGON, June 4, 1898.

MARYLAND DIVISION.

The new recruiting literature for 1898 and the list of prizes with description of the same, cuts of medals, etc., can be had upon application to the chief consul, Bank of Baltimore, Baltimore, Md., or to Secretary-Treasurer Robert H. Carr, Jr., Law Building, Baltimore, Md. The members of the division are earnestly requested to get to work and begin recruiting. Now is the time for this work to be done, and unless we make some effort to get new members during the next four or five months, we will not be able to increase the membership. CONWAY W. SAMS, Chief Consul.

MICHIGAN DIVISION.

To Local Consuls: The following is a comparative table of lapses of memberships in the larger cities of Michigan from Jan. 1, '97 to June 1, 1897, as compared with the same period in 1898. The showing is against us for 1898. Every member receives from one to three notices from me regarding his expiration. Every local consul, in the cities named below, gets a list of expirations in his city on the first of each month. While recruiting for members, do not lose sight of the renewals. I answer all letters gladly and promptly, and if you want information, write for it.

LAPSES IN MEMBERSHIP.

	Jan. 1, '97 to June 1, '97.	Jan. 1, '98 to June 1, '98.
Ann Arbor	10	21
Bay City	1	11
Battle Creek	7	28
Charlotte	1	11
Cadillac	0	6
Detroit	23	110
Escanaba	0	0
Flint	5	9
Grand Rapids	5	26
Hillsdale	2	1
Jackson	0	20
Kalamazoo	14	22
Port Huron	3	4
W. Bay City	4	20
Ypsilanti	0	13

Death or bankruptcy is the only real good excuse any one can offer for not being a member or retaining membership in the League. We have done and are doing good work for wheelmen. The money you pay out in renewing is used for your benefit, directly or indirectly. "In union is strength." If you think you have cause for dropping out of the League, write to the chief consul or to me and see if we cannot explain to your satisfaction. If you have no cause, keep up the good work, or would you rather go back to paying excess baggage on your wheel and have narrow wagon tire laws in Michigan. Be liberal in your own behalf. LEO A. CARO, Sec.-Treas.

GRAND RAPIDS, MICH., June 7, 1898.

WISCONSIN DIVISION.

To Local Consuls: Of the renewals for the month of May over 400 are still unpaid and past due and 200 in April are also unpaid. These delinquencies have caused our State membership to drop to 2,000, and two other States have passed Wisconsin in point of membership during the past two months. If it is difficult to recruit new members during these war times, the local consul ought to take particular pains to retain all old members. Every local consul is urged at this time to go out on a collecting tour and call upon each delinquent for the dues. This is a part of the plain duty of the local consul. Act at once.

SAM J. RYAN, Sec.-Treas.

INDIANA DIVISION.

We announce this week our first junior member, and Indianapolis leads off with No. 1. Any son, daughter or ward of a member of the L. A. W., between the ages of 12 and 18, residing in the Indiana Division, may become a member of this class by paying 25 cents initiation and 50 cents annual dues. Junior members will receive special membership ticket and are entitled to the same protection and privileges accorded other members of the L. A. W., except that they will not receive the BULLETIN, nor tour books issued by the division. We hope that the Junior Membership in this division will become a strong organization.

JUNIOR ENROLLMENT.

No. 1. Bender, Roy, 624 N. Capitol ave., Indianapolis.

KENTUCKY DIVISION.

REPAIR SHOPS.

The following official repair shops have been appointed for Kentucky Division:

Per Cent. Disc't.

Adairville	—V. P. Moore & Co.	20
Allensville	—W. B. Carvell & Co.	20
Augusta	—Jas. Hafer & Son	20
Barstow	—Sisco & Co.	20
Berea	—E. Guy Tankersley	20
Bowling Green	—James Smith	20
Carrollton	—C. D. Salyers	25
Covington	—John Hanauer	20
Cynthiana	—P. Barnhard, Jr.	20
Earlington	—John W. Twyman	20
Elizabethtown	—E. town Novelty Co.	20
Georgetown	—Robert Hasslock	20
Greenville	—Orien L. Roark	20
Hopkinsville	—E. M. Moss & Co.	20
Lawrenceburg	—Van Arsdell & Irvin	25
Lexington	—Blue Grass Cycle Co.	20
Mansville	—Dr. G. W. Pruett	25
Maysville	—Ryan & Chambers	20
Morganfield	—W. P. LaMond	20
Mt. Sterling	—H. A. Reese	20
Paducah	—Jas. W. Cleaves & Sons	20

Paris.—G. S. Varden & Co.20
 Richmond.—Charles Burnam10
 By order of the chief consul.
 OWEN LAWSON, Sec.-Treas.
 LOUISVILLE, Ky., June 5, 1898.

RACING BOARD BULLETIN.

The following is the score in the National Championship: Gardiner, 27. Cooper, 15. O. Stevens, 9. Eaton, 8. Tom Butler, 8. Mertens, 5. Bowler, 5. McFarland, 4. Major Taylor, 4. Dr. Brown, 4. H. B. Freeman, 4. Bald, 4. Nat Butler, 3. Karl Kaser, 3. Becker, 2. Bourotte, 2. C. M. Bly, 2. H. B. Hills, Jr., 1. Watson Coleman, 1.

W. A. Himstreet, Denver, Colo., is transferred to the professional class at his own request.

Registered.

No. 5,011. W. A. Himstreet, Denver, Colo.
 No. 5,012. H. C. Gadke, Omaha, Neb.
 No. 5,013. George Sharick, Tacoma, Wash.
 No. 2,077. Monte Scott, Providence, R. I.
 No. 2,078. A. Guyot, New York.
 No. 2,079. E. Ellsworth, New York.
 No. 2,080. Will Johns, New York.
 No. 2,081. E. Anderson, E. Greenwich, R. I.
 No. 2,082. Chas. Brown, Providence, R. I.
 No. 2,083. Exel Ruden, Manchester, N. H.
 No. 2,084. W. Archibald, Boston, Mass.
 No. 2,085. Dan Daley, Taunton, Mass.
 No. 2,086. Robt. Lake, Brooklyn, N. Y.
 No. 2,087. E. Von Steez, Newark, N. J.
 No. 2,088. A. D. Tomkins, Newark, N. J.
 No. 2,089. D. Sutphen, Newark, N. J.
 No. 2,090. F. W. Hopler, Newark, N. J.
 No. 2,091. I. Wilson, Jr., Newark, N. J.
 No. 2,092. J. W. White, Newark, N. J.
 No. 2,093. Fred Haggerty, Waltham, Mass.
 No. 2,094. Arthur J. Hammond, Lynn, Mass.
 No. 2,095. McLean.
 No. 2,096. Litchfield.
 No. 2,097. Boxbaum.

JUNE 7, 1898.

The following is the score in the National Championship: Gardiner, 31. Cooper, 15. Bald, 10. O. Stevens, 9. Eaton, 9. Tom Butler, 8. Mertens, 8. Bowler, 7. McFarland, 4. Major Taylor, 4. Dr. Brown, 4. H. B. Freeman, 4. Nat Butler, 3. Kaser, 3. Becker, 2. Bourotte, 2. C. M. Bly, 2. H. B. Hills, Jr., 1. Watson Coleman, 1.
 The suspension of F. C. Hooper, Brooklyn, N. Y., will expire June 29.

Registered.

No. 115. John Zimmerman, Philadelphia, Pa.
 No. 116. C. L. Overholt, Philadelphia, Pa.
 No. 117. Jas. L. Ives, Baltimore, Md.
 No. 118. B. G. Goble, Pittsburg, Pa.
 No. 119. E. C. Goodley, Wilmington, Del.
 No. 1,046. William Jordan, Lansingburgh, N. Y.
 No. 1,047. R. H. McCormick, Lansingburgh, N. Y.
 No. 1,048. E. Pat Hayfinger, Amsterdam, N. Y.
 No. 2,098. Thos. Foulds, Springfield, Mass.
 No. 2,099. John J. Adams, Springfield, Mass.
 No. 2,100. C. J. Lewis, Providence, R. I.
 No. 2,101. Newton O. Porter, Newton, Mass.

Suspended.

Thos. A. Hoey, Catholic High School, Philadelphia, Pa., is suspended from all road and track racing, and ruled off all L. A. W. tracks in every capacity, for promoting unsanctioned races after warning.

Brady, McGill, Hoey, Fitzsimmons, McGill, Wm Dougherty, Catholic High School, Philadelphia, Pa. to Dec. 8, 1898, for riding in unsanctioned races after warning.

Frank Feather, Mattapan, Mass., to June 18, double entry.

Chas. V. Reel, Johnstown, Pa., to July 9, false entry.

ALBERT MOTT,

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

JUNE 9, 1898.

STOLEN WHEELS.

RAMBLER, No. 1,562. G. W. App, 376 E. Chicago ave., Chicago, Ill.

LAKESIDE, No. 3,202. A. F. Moses, Cambridge Springs, Pa.

WINDLE, No. 1,674. David S. Bostwick, Northbridge, Mass.

COLUMBIA LOOP TANDER, No. 776. Wm. H. Brown, Milton Point, Rye, N. Y.

IVER JOHNSON, No. 41,359. C. S. Bishop, Sec. Y. M. C. A., Fitchburg, Mass.

NORWOOD. C. S. Thomas, Lewiston, Pa.

LYNDHURST, No. 20,052. E. A. Webster, Box 486, Far Rockaway, N. Y.

RAMBLER, No. 2,682. Dr. F. W. Higgins, Cortland, N. Y.

SPECIAL, No. 118. Manufactured by the J. S. Freese Mfg. Co. A. R. Payne, 313 Fenimore st., Brooklyn, N. Y.

TRIBUNE, No. 13,374. I. E. Johnson, 902 Broadway, Camden, N. J.

DEFIANCE, No. 36,834. John E. Schaffer, Allentown, Pa.

SPECIAL MAKE, Eureka Cycle Co. Alexander Reintzer, 387 St. Nicholas ave., N. Y. city.

BISHOP, No. 1,012. Mahlon H. Smith, 47 Tichenoe st., Newark, N. J.

LADIES' CRAWFORD, No. 93,211. I. M. Burnham, 445 Walnut ave., Roxbury, Mass.

LANDOWNE, No. 5,666. Wm. F. Hughes, Lansdowne, Pa.

NEW VOX, No. 3,438. Jos. S. Seal, Swarthmore, Pa.

COLUMBIA, No. 44,698. Robert Armstrong, 67 Vernon ave., Long Island City, N. Y.

COLUMBIA, Model 40, No. 13,752. F. T. Sholes, 784 Arcade, Cleveland, O.

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

President, D. M. PARRY, Chairman.

Secretary, EVANS WOOLLEN, 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, 30 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.

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.

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.

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

Bronze Lapel Button. 10 cents.

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

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

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

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

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

Sweater Front. The League emblem embroidered in colors. A first-class article, \$2.00.

For any of the above, send to ABBOT BASSETT, 530 Atlantic Ave., Boston, Mass.

HANDLE-BAR RIBBONS.

We have added to our assortment of Ribbons and now offer:

Ribbon No. 1. Royal Purple with emblem and L. A. W. initials embroidered in gold; 33 inches long, 1 inch wide, 25 cents.

Ribbon No. 2. Royal Purple, 1½ yards long, 2½ inches wide; printed in gold on each end, 75 cents.

Ribbon No. 3. Royal Purple, 6 inches long with emblem printed in gold, 15 cents.

Ribbon Labels. The L. A. W. badge, and initials embroidered in old gold on royal purple. Used on handle-bar ribbons, on coat collar or sweater. 10 cents each; 2 for 15 cents; 4 for 25 cents.

LOANING A LEAGUE TICKET.

Loaning a League ticket is a good cause for expulsion. We are very well aware that tickets are loaned when favors are given out. This notice is issued at the request of several division officers who assure us that during the coming season they will make every endeavor to detect and prosecute offenders of this kind.

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 17, 1898.

Total, 790—88,564.

Over 133,000, COLORADO, 7—539.

Grand Jct. W. C. Grand Junction
 046 Roberts, Paul D. " "
 7 Zielean, Louis " "
 Unattached. " "
 8 Marsh, J. W., Box 125 Alamosa
 9 Muller, Julius, 420 Har. av Leadville
 060 Sneve, Anthony, Fourth and Harrison " "
 av " "
 1 Williams, Robert Olathe
 2 Mott, Joe Platora

Over 133,000, CONNECTICUT, 8—1731.

Ivoryton W. C. Ivoryton
 063 Clark, Ulysses G., Box 61 Ivoryton
 New M. B. C. " "
 4 Hull, Charles New Milford
 6 Stone, William W. " "
 Unattached. " "
 6 Terry, H. E., 248 Wakelee av Ansonia
 7 Robinson, F. W., 452 Main Bridgeport
 8 Ward, Geo. V., 355 Central av " "
 9 Matson, W. R., 47 Garden Hartford
 060 Ling, George H., Wesleyan Univ. Middletown

Over 133,000, DELAWARE, 1,—258.

Unattached. " "
 061 Butler, Walter L., 420 Market st Wilmington

Over 133,000, DISTRICT OF COLUMBIA, 2—802.

Unattached. " "
 062 Farquhar, Geo. B., 2016 14th st. N. W. Washington
 3 Woodward, G. L., 120 3rd st., S. E. " "

Over 133,000, ILLINOIS, 22—3270.

A. C. C. Aurora
 064 Smith, C. L., M. D., 201 So. 4th Aurora
 Unattached. " "
 5 Smith, Mrs. Minnie, 201 So. 4th Aurora
 6 Schlect, W. G., 5803 Ohio st Austin
 7 Bowden, Alberta E., 12048 Butler st Chicago
 8 Clarke, James A., 546 W. Madison st " "
 9 Gramm, Dr. Carl Theodore, 103 State st " "
 070 Irvin, Joseph M., 1920 Arlington pl " "
 1 Low, W. W., 4106 Newgard av., Sta. Y " "
 2 Scott, Geo. W., Armour Inst. of Tech. " "
 3 Simpson, R. F., 5747 Wentworth av " "
 4 Tate, Mrs. Bessie H., 20 Bellevue pl " "
 5 Tate, Miss Dorothy D., 20 Bellevue pl " "
 6 Venn, Augustus, M. D., 270 E. North " "
 av " "
 7 Bisby, J. J., 168 So. Gifford st Elgin
 8 Burger, L. J., 12 Walker av " "
 9 Copp8, E. S., 344 Hendee st " "
 080 Noran, Beattie, 874 Elizabeth st " "
 1 Ritchie, M. D., 60 Grove av " "
 2 Spencer, W. H., Box 46 Henry
 3 Rosenberger, Robert L. Highland Park
 4 Smith, W. W., Hotel Munroe Joliet
 5 McKee, William N. Lake Forest

Over 133,000, INDIANA, 10—2005.

R. C. C. C. " "
 086 Anderson, Albert L., bookkeeper Anderson
 Anderson Bros. Jeffersonville
 M. C. & A. C. " "
 7 Ford, W. O. Madison
 W. C. C. " "
 8 Rottman, L. N., 622 Wabash av Terre Haute

Unattached. " "
 9 Holton, Daniel H., 84 East 11th Anderson
 090 Norton, Maud E., 1409 B'way Indianapolis
 1 Rubush, Chas., 1223 Woodlawn av " "
 2 Bronson, Gerritt C. Orestes
 3 Lefevre, Ben. " "
 4 Laidacker, N. E. Greencastle
 5 Lovejoy, Ray, 602 North 9th st Terre Haute

Over 133,000, IOWA, 9-763.

96 Gnam, Jno J.	Carroll
Unattached.	
7 Hurd, Rollin V.	Cedar Rapids
8 Sherman, Mrs. E. A., 1036 3rd av	
9 Hanrahan, Frank	Charlotte
100 Monahan, Arthur	
1 Jones, Dan'l., Box 1575	Iowa City
2 Price, E. J., 106 Clinton st	
3 Chambers, W. C.	West Branch
4 Branson, E. C.	

Over 133,000, KANSAS, 3-369.

C. G. C. C.	
105 Harvey, Louis S.	Council Grove
Unattached.	
6 Hefflinger, A. T.	Effingham
7 Dunkin, G. H.	Hutchinson

Over 133,000, KENTUCKY, 23-090.

Queen B. C.	
108 Aylward, Miss Elizabeth, 1530 Madison av	Covington
Kenton W. C.	
9 Altcheson, Jno. J., 636 Garrard av	
110 Ernst, Richard P.	
1 Garvey, Clayton H., care of Richard P. Ernst	
Unattached.	
2 Meridith, Arthur L., 719 State st	Bowling Green
3 Payne, W. C., 620 Chestnut	
4 Wolfenberger, Wm., 307 West Main st	
5 Dalton, F. R., Box 227	Lexington
6 St. Clair, W. T., Male High School	Louisville
7 Hollis, Hugh, 912 6th st	
8 Jenkins, J. W., 1333 Brooks st	
9 Isola, John, Main st	Mt. Sterling
120 Davis, Joseph P., 622 Lexington av	Newport
1 Bethel, A. R.	Owensboro
2 Delker, W. L.	
3 Eaton, J. F.	
4 Gordon, Fletcher B.	
5 Ingram, Geo., 157 Farley pl	Paducah
6 Douglas, Cyrus	Richmond
7 Harris, John B.	
8 Sims, Rufus	
9 Campbell, J. H.	Salt Lick
130 Pulley, R. M.	Whitchall

Over 133,000, MAINE, 16-472.

Augusta H. Club.	
131 Blanchard, B. C., 26 Cony st	Augusta
2 Burbank, W. S., 255 Water st	
3 Dolliver, Dr. L. L., 243 Water st	
4 Folsom, Ralph, Arsenal	
5 Hayes, Forrest M., 324 Water	
6 Hayes, H. L., 324 Water	
7 Jackson, Winfred A., 20 No. Chestnut	
8 Libbey, F. R., 317 Water	
9 Merrill, Herbert L., 192 Water	
140 Merrill, Geo. W., 183 Water	
1 Newman, John D., 251 Water	
2 Percival, Wallace F., 157 Water	
3 Perley, G. A., 18 Swan	
4 Sprague, Frank, State st	
5 Trott, W. J., 29 Gannett	
6 Wildorf, Alfred R., 45 State	

Over 133,000, MARYLAND, 17-1609.

Maryland B. C.	
145 Beers, Lewis P., 307 E. Balto st	Baltimore
8 Brown, C. H., Jr., 2104 No. Charles st	
9 Burall, Chas. W., 12 West Balto st	
150 Carrington, Campbell, 110 E. Lexington	
1 Clarke, A. Downing, 102 E. Lombard	
2 Griffith, Guy M., 734 Dolphin st	
3 Hammond, W. R., 149 Chamber of Commerce	
4 Lohmeyer, Fred H., 109 Hanover st	
5 Newbold, D. M., Law Building	
6 Niles, Alfred S., Herald Building	
7 Ray, E. H., 409 Water st	
8 Sperry, L. W., 412 Equitable Bldg.	
Unattached.	
9 Ackerman, Henry A., 35 N. Patterson	
160 Bloch, Albert, 520 W. Balto st	
1 Hall, Miss L., 104 Madison av	
2 Tucker, John M.	Elkton
3 Garrett, Robert, Evergreen	Govanstown

Over 133,000, MASSACHUSETTS, 254-11,821.

Winsdon C. C.	
164 Cook, W. F., 21 Greenwood	Amesbury
Commonwealth C. C.	
5 Brown, George E., Commonwealth av	
Attleboro Falls	
6 Dow, James, Mt. Hope st	
7 Holmes, Charles W., Mt. Hope st	
Press C. C.	
8 Hooper, G. M., Jr., 726 Wash. st	Boston
Shoe City W.	
9 Miles, Gilbert A., 416 No. Montello	Brookton
Cambridgeport C. C.	
170 Ingalls, E. K., 111 Austin	Cambridgeport
Winthrop.	
1 Brock, William, Jr., 16 Argyle	Everett

Jericho Roadsters.

2 MacIlroy, E. J., 216 Lauriat av	Dorchester
Lincoln C. C.	
3 Brereton, Edwin A., 74 Rockliffe Fall River	
Crescent C. C.	
4 Shannon, Philip, 188 Rodman	
Lincoln Club.	
5 Haines, C. D., 11 Goodridge	Lynn
6 Flynn, David J., 34 Lowell	
Ocean Wheelmen.	
7 Hewes, John H., Main st	Lynnfield Centre
Good Roads C. C.	
8 Dysart, Miss Myrtle A., 484 Main	Malden
9 Fenn, H. W., 33 Spring	
180 Kinsley, Miss Belle M., 352 Salem	
Mat Road Club.	
1 Parker, Clarence M., 461 River	Mattapan
2 Schmidt, Geo. L., 465 River	
Roll Ball.	
3 Coulter, William, Box 127	Maynard
4 Priest, Lyman, Box 334	
New Bedford C. C.	
5 Hicks, Wm. J., 75 So. Ash	New Bedford
6 Burke, Edw. J., 192 Arnold	
South Bristol.	
7 Chase, Wm. H., 58 Allen	
Press.	
8 Handy, Leon S., 76 Allen	
Corker C. C.	
9 Brooks, Walter R., 14 Pelham	
Trinity.	
190 Davison, Percy D., care of C. H. Wetmore, Brunswick st	Roxbury
Taunton C. C.	
1 Elliott, Howard H., 13 Harrison av	Taunton
2 Menzer, Joseph G., 121 Weir	
3 Soule, Carleton L., 25 Harrison av	
Unattached.	
4 Allen, Robert, Odd Fellows' Hall	Allston
5 Dunn, P. J., 22 Home	
6 Coffin, Edgar H., 31 Pratt st	
7 Rice, John S.	Barre
8 Armsworthy, Jennie, 286 Common-wealth av	Boston
9 Blaisdell, Joseph D., Boston Mus. Hall	
200 Bartlett, Dr. A. H., 2185 Washington	
1 Clark, Harry E., 42 Batterymarch	
2 Coolidge, W. H., 626 Exchange Bldg.	
3 Day, William L., 709 Washington st	
4 Drew, Walter G., 7 New F. H. Market	
5 Dolan, Julia M., 36 Newbury	
6 Frost, G. Willard, 42 Batterymarch	
7 Frost, Will E., 42 Batterymarch	
8 Guilford, C. P., 45 Purchase	
9 Hildreth, Herbert L., 42 Batterymarch	
10 Hamblin, W. E., 222 State	
1 Hooper, W. G. R., 115 Causeway	
2 Leavitt, Fred A., 36 Regent	
3 McKennon, Mary A., 106 Boylston	
4 Marcy, Chas. DeW., 155 Franklin	
5 Morrison, Norman A., 63 Hancock	
6 Pollard, Alonzo W., 113 Causeway	
7 Partridge, A. R., 33 North Market	
8 Pfeiffer, Edward F., 22 Elliot	
9 Pickard, Greenleaf W., 18 Cumberland	
10 Soliday, Joseph H., 10 Tremont	
1 Shaffer, DeWitt, 66 Summer	
2 Todd, Fred'k E., 31 Purchase	
3 Tirrell, Mrs. Edwin P., 588 Columbus av, Suite 3	
4 Woodcock, Fred W., 40 Water	
5 Baker, Joseph, 372 Broadway	
6 Benari, Albert, 33 Tremont	
7 Brown, Mrs. Clifford, 780 Beacon st	
8 Drew, Alden G., 70 Myrtle	
9 Ise, Albert, 57 Norway	
30 Tisdale, Roscoe H., 124 Eustis	Boston Highlands
1 Epenstein, Louis, 11 Lincoln	Brighton
2 Vestrink, Bernard G., 95 Surrey	
3 Davis, Edgar B., 101 Belmont	Brookton
4 Fullerton, Miss Edith, Crescent pl	
5 Howes, Wendell S., 1170 So. Main	
6 Harlow, A. Eugene, 30 Bay	
7 Pope, J. H., 254 No. Montello	
8 Swift, Harry L., 78 Commercial	
9 Tinkham, Fred L., 624 Main	
40 Copeland, Mrs. A. F., Coolidge st	Brookline
1 Gale, Hoyt S., 5 Concord av	Cambridge
2 Lockhart, Benjamin A., 41 Inman	
3 Borland, Alicia W., 66 Austin	
Cambridgeport	
4 Stevens, Ralph A., 128 Washington	
5 Walton, William, 60 Brookline	
6 Huff, C. H., South st	Campello
7 McCarthy, James H., 49 Sever st	Charlestown
8 Whitney, Leland A., 12 Sever st	
9 Bradley, Wm. F., 226 Congress av	Chelsea
50 Lee, David A., 551 Broadway	
1 Mathewson, Emily L., 356 Grove	Chicopee Falls
2 Manzan, T. Frank, 557 Dudley	Dorchester
3 Rogerson, Alice M., 257 Freeport	
4 Sumner, Annie L., 12 Birch	
5 Thompson, Walter E., 4D Holden pl	
6 Safford, Ethel G., 7 May	
7 Safford, Miss George S., 7 May	
8 Sumner, Herbert G., 6 Abbott	
9 Dean, Charles H., 252 E. Eagle East Boston	
60 Huggan, Ira M., 330 Meridian	
1 McFarland, Daniel, 30 Falcon	

2 Hanington, Edward A., Box 132	East Walpole
3 Hobbs, Clinton E., 3 Harris av	Everett
4 Miller, Herbert L., 16 Glendale	
5 Parker, Chas. A., 13 Clinton	
6 Rafferty, John H., 153 Hunter	Fall River
7 Hamilton, W. H., 62 Charles	Fitchburg
8 Rugg, Harrison C., 42 Summer	
9 Stearns, Alden R., 222 Rollstone	
70 Ducharme, David A., 21 Hazel	
1 Pierce, Mrs. Ella F., Dean av	Franklin
2 Allen, H. L.	Gleasondale
3 Lyle, Miss S. Augusta, 6 Foster	Gloucester
4 Chapin, F. W., 56 School	Greenfield
5 Kimball, Edw. P., 2 Chapman ct	
6 Blackburn, E. C., Post Office	Haverhill
7 Cloutman, Charles H., 18 Currier av	
8 Gray, Stanley D., 9 Dustin	
9 Edgerly, Arthur, 47 Grove	
80 Nichols, C. H., East Broadway	
1 Palmer, Alvah B., 158 Webster	
2 Rogers, Jos. H., 74 How	
3 Hilton, A. Forrester, 50 Vestry	
4 Stiles, Franklin P., Washington	
5 Stocker, Frank, 20 Mechanic	
6 Henderson, Gus, O.	Hingham
7 Litchfield, Wilbur T., Box 55	Hingham Centre
8 Maynard, John H., Box 103	
9 Smith, Albert, 321 Main	Holyoke
50 Allen, J. Harry	Hubbardston
1 Bishop, Tyler S.	
2 McWilliams, James E., Box 336	
3 Graham, Charles T., 4 Chestnut sq	Jamaica Plain
4 Kidder, Wellington P., Robeson	
5 Payne, Joseph, 95 Lee	
6 Wiggin, Mrs. H. Y., 71 Wyman	
7 Spear, Charles H.	Kendall Green
8 Baker, Arthur, 175 Prospect	Lawrence
9 Campbell, Andrew W., 116 Bailey	
300 Forsyth, Robert, 30 High	
1 Gillis, Chas. T., 91 Bailey	
2 Golden, John T., 421 Essex	
3 Longnell, G. Albert, 342 Broadway	
4 Miller, Geo. H., care of B. & M. R. R.	
5 O'Neil, John E., 44 Essex	
6 Robinson, John, 168 Abbott	
7 Williams, John, 43 Cedar	
8 Dows, Geo. M., 389 Central	Lowell
9 Lorrain, Amidas M., 35 Puffer	
310 Robinson, Thomas, 78 W. 6th st	
1 Robinson, Frank, 78 W. 6th st	
2 Young, Charles Fred, 1149 Middlesex	
3 Brien, W. E., 144 Chelmsford	
4 Boynton, Henry, 175 Westford	
5 Randlett, Harry M., 25 Queen	
6 Stanley, H. L., 223 Moody	
7 Barnard, Frank E., 23 Bulfinch	Lynn
8 Bubier, Sylvester H., 11 Tremont st ct	
9 Bedard, N. A., 38 Baker	
320 Coffin, A. E., 74 New Chatham	
1 Paul, Mabel A., 61 Maple	
2 Morse, Wm. W., 31 Wall	
3 McElrick, Wm. B., 52 Crescent	Malden
4 Reigh, Mark R.	
5 Robbins, Geo. M., 11 Carney	
6 Rector, Joseph, No. Main	Mansfield
7 Briggs, Geo. S.	Marion
8 Dodge, Arthur B.	
9 Richards, John W.	
330 Chase, Charles A., 31 Maxwell	Mattapan
1 Higgins, Chas., Box 223	Maynard
2 Howard, Herbert E., Box 101	
3 Taylor, Walter H., Box 132	
4 Veltch, John W.	
5 Sturtevant, Jas. S., Chester av	Medford
6 Sullivan, D. W., 36 Summer	
7 Jackson, Geo. E., 126 Winthrop	Medford Hillside
8 Jackson, Frank H., 114 Winthrop	
9 Smith, Geo. W., Winter	Merrimac
340 Clementson, Sidney, Canton av	Milton
1 Hersey, Geo. B., Randolph av	
2 Frazer, Harry D., Chapel	Nedham
3 Akin, Thos. B., 39 So. 6th	New Bedford
4 Church, Mrs. A. M., 56 4th	
5 Francis, Chas. H., 12 Crapo	
6 Gilston, John W., 211 Grinnell	
7 Gilston, Mrs. John W., 211 Grinnell	
8 Hitch, Mayhew R., 119 Mill	
9 Jackson, Ella, 211 Grinnell	
350 Milliken, Frank A., 290 Pleasant	
1 Scott, Wm. B., 272 S. Water	
2 Viall, Walter G., 643 County	
3 Shepherd, Frank B., 140 Union	
4 Mills, V. H.	Newburyport
5 Sawyer, A. H., 41 Broad	
6 Tucker, Fred H., 206 Church	Newton
7 Wade, E. R., 33 Irving	Newton Centre
8 Mansfield, W. H., Lincoln	
9 Byers, John W., Lowell st	Newton Highlands
360 McCarthy, Thos. E., Chestnut st	Newtonville
North	
1 Whitney, Byron S.	Northbridge
2 Wallace, Fred E., Hudson	Northboro
3 Furlong, Isaac A., 7 Russell N. Cambridge	
4 Roberts, A. F., 76 Orchard	
5 Pratt, Walter F.	North Weymouth
6 Collins, Michael J., Nahston st	Norwood
7 Pierce, Fred S.	Orleans
8 Raleigh, Thos.	Quincy
9 McLean, John S., 21 Irving	Readville
370 Hart, M. Walter, 94 Homestead	Roxbury

1 Lawson, Jno. S., 29 Centre " "
2 *Lieber, Miss Bertha M., 8 Romar terrace " "
3 *Mann, Miss M. J., 93 Summer Salem
4 *Truworthy, Mrs. J. W. Scituate
5 Bailey, Fred, 40 Vernon Somerville
6 *Frost, Jessie, 12A Kilby " "
7 MacKee, John J., 18 Mondamin ct " "
8 White, Edwin B., 19 Everett " "
9 Sullivan, D. F., 761 Broadway S. Boston
350 Watters, J. A., 372 Dorchester " "
1 Sturtevant, Chas. G., South Dartmouth
2 Bordo, Albert E., Grove Spencer
3 Dodge, Geo. E., 216 Tyler Springfield
4 Hyde, Maggie, Box 806 Stoneham
5 Mayo, Frank B., Box 81 Stoughton
6 Rogers, Chas. W., 20 Cedar Taunton
7 Allen, Pliny A., 13 Paige H. Tufts College
8 Williams, Wm. Hall, Pine Ridge road Waban

9 *Brymer, Ada H., 13 Robbins Waltham
350 *Brymer, Miss Bessie, 13 Robbins " "
1 *Currier, Miss Bertha E., Adams House, Adams st. " "
2 Davies, Lida, 97 Crescent " "
3 Jackson, Walter B., 13 Winthrop " "
4 Perry, Miss Helen M., 27 Alder " "
5 Steele, Sadie, 272 Crescent " "
6 *Steele, Fannie M., 274 Crescent " "
7 Sherman, Frank P., 109 High " "
8 Hamilton, Wm. S., 165 Church Ware
9 Hyde, Alvan, 31 Pleasant " "
400 *Fowler, Miss Alta L., Box 8 Waverly
1 Scott, John G., 21 Scofield ave Webster
2 Townsend, W. J. " "
3 MacKinlay, Frank L., Box 13 West Acton
4 Harrington, Karl P. (P. O. North Woodstock, N. H.) Westfield
5 *O'Brien, Minnie A., 23 Eden ave West Newton
6 Pomfret, J. W., 11 Eden ave " "
7 Moir, John, off Rogers st West Quincy
8 LaGalle, Frederic R., 208 Temple West Roxbury
9 Myers, H. P., 125 Temple " "
410 Brown, Fred J., Richmond Weymouth
1 Hayward, Franklin P. " "
2 Royce, Angelo M. Winchendon
3 *Plummer, Mrs. H. H., 2 Ridgeway Winchester
4 Viddio, Stanley, Arlington st " "
5 Seymour, Geo. B., 2 River road Winthrop
6 Loring, Elmer H., 4 Harrington ave Worcester
7 Martin, Albert W., 52 Belmont " "

Over 138,000, MICHIGAN, 26-2043.

Ann Arbor C. C.
418 Finney, Byron A., 849 Tappan Ann Arbor
B. H. W.
9 Freestone, Wm., 125 Cedar Benton Harbor
420 McClure, Wm. J., care G. & M. Trans. Co. " "
M. C. A.
1 Johnson, Frank, 56 Yuba Muskegon
C. C.
2 *Harris, Lizzetta, 910 N. Centre West Bay City
Wyandotte B. C.
3 Doyle, J. Bartley, Orchard st Wyandotte
Y. L. W.
4 Allen, J. W., 211 Woodward ave Ypsilanti
Unattached.
5 *Toms, Bessie, 914 N. Madison ave Bay City
6 Addy, Robert, 509 24th Detroit
7 Beaubien, Theodore, Wheeler Saddle Co " "
8 Cooper, Edwin H., 1019 Trumbull ave " "
9 Hamilton, J. E., Cadillac Hotel " "
430 Licht, Frank J., 175 Mich. ave " "
1 Whitman, Leo C., 139 20th " "
2 Seraford, H. D. Gladwin
3 Galster, Edward, 115 S. Mechanic Jackson
4 White, Arthur, Hibbard House " "
5 Barnes, Frank S., 136 S. Burdick Kalamazoo
6 McKay, Dr. Kenneth Midland
7 Holcor, L. J., Box 555 Pontiac
8 Hussey, P. L., Box 1009 Port Huron
9 Stevenson, J. L., Box 1009 " "
410 Bowers Ira, 318 N. 12th Saginaw
1 Bittner, J. M. Sebawaing
2 Bailey, Frank O. Stockbridge
3 Bishop, Chas. E., 910 N. Centre West Bay City

Over 133,000, MINNESOTA, 1-398.

Unattached.
414 Gaud, Wm. S., Shattuck School Faribault

Over 133,000, NEBRASKA, 1-370.

Unattached.
415 Jansen, Cornelius, 213 S. 2d Beatrice

Over 133,000, NEW HAMPSHIRE, 3-825.

Portsmouth C. C.
416 Woods, Chas. E., 70 Pleasant Portsmouth
Unattached.
7 Creelman, James F., 44 Temple Nashua
8 Barnard, Henry L. Troy

Over 133,000, NEW JERSEY, 61-6009.

Castle Point Cyclers.
419 Crosett, S. H., 1227 Garden Hoboken

Belleville Wheelmen.
450 Jeffries, Wm., 71 Lincoln ave Newark
1 Stoneley, Wm., Sylvan ave " "
2 Walkland, Harry, 75 Irving Palmyra
3 Honner, John G. " "
4 Sharp, Dr. Lewis L. " "
5 Temple, R. Lowber " "
6 Pearson, R. T. Bridgeboro
7 Garrison, Wm. O. Bridgeton
8 Brown, J. Leeds, 220 Pearl Camden
9 Mayhew, Jas. W. Cedarville
460 Hawn, John K., Box 36 Daretown
1 Kirtom, R. W., Box 91 Dover
2 Grosjean, Clarence W., 19 Cooper ave East Long Branch
3 *Doyle, Alice L., 229 Union Elizabeth
4 Mealey, P., 411 Broadway Gloucester City
5 Miller, Wm. Hammonton
6 Bush, Chester A. Helmetta
7 Johnson, John G. S., Box 24 " "
8 Johnson, Jno. A., Box 18 " "
9 Newman, Joseph A., Box 5 " "
470 Voorhees, Milton L., Box 35 " "
1 Sweet, Chas. Forrest Hightstown
2 Kelly, James, 351 6th Hoboken
3 Leland, H. W., 237 Union Jersey City
4 Terpening, Alonzo, 104 Randolph Randolph
5 Hayhurst, Walter F. Lambertville
6 Moment, J. J. Lawrenceville
7 Hay, W. G. Millville
8 Hampton, Harry S., 401 E. Main " "
9 Kurtz, Lewis E., Jr. " "
480 Neal, Fred R., 34 High " "
1 Montgomery, W. B. Maplewood
2 Allen, Wm. A. Maurer
3 Peake, Wm. W., 238 Claremont ave Montclair
4 Bowne, John H., 131 2d Newark
5 Byrne, J. M., 800 Broad " "
6 Pollis, Charles, 27 Chestnut " "
7 Grey, W. E., 792 Broad " "
8 La Valla, A. A., 817 Broad " "
9 Forman, Chas. 52 Oliver New Brunswick
490 Mas, Louis D., Albany st " "
1 Neish, Ada E. Newton
2 Scott, Donald, Reynolds Terrace Orange
3 Wallace, Lewis H., Box 1 Palmyra
4 Baer, L. A., 212 5th ave Paterson
5 Conleton, Thos. E., Clinton & N. Main " "
6 Goble, Daniel, 1075 Main " "
7 Stock, Wm., 115 Hamilton ave " "
8 Warrin, F. E., 435 Broadway " "
9 Elliott, Elmer G., care Guggenheina Perth Amboy
Smething Co.
500 Foelt, Joseph R., 243 High " "
1 Bickford, J. V. Princeton
2 Macmillan, Kerr D., 34 Alexander Hall " "
3 Platt, Miss Claribel, Box 134 Red Bank
4 Bryan, Wm. B. W., Box 115 Riverton
5 Lewis, Wm. A., 52 Donaldson ave " "
6 Palen, Jeanette Ruthertford
7 Leber, C. H. South Orange
8 Elshorn, John, 147 N. Broad Springfield
9 Avellanet, R., Mountain House W. Orange Trenton

Over 131,000, NEW YORK, 153-22 369.

Summit B. C.
510 Williams, Walter, 183 Amity Brooklyn
Shore Road W.
1 Samson, Ch., Bay 20th " "
D. & H.
2 Brown, J. Fred, 32 Hunter Glens Falls
Ararat B. C.
3 Aschenbach, C. W., 65 Murray New York
Morris B. C.
4 Cutter, J. A. M., 1054 Boston road " "
Century Wheelmen.
5 Bonair, Allan Blair, 157 West 4th " "
6 Dreyer, Jack, 239 W. 14th " "
Unattached.
7 Bovee, Earl, 96 Front Binghamton
8 Behrman, G. W., 143 Rutledge Brooklyn
9 Cypher, Levert N., 2224 Fulton " "
520 Emer, Anthony, 346 Maregave " "
1 Fischer, Frederick G., Highland Boulevard " "
2 Gregg, David, Jr., 181 Wash. park " "
3 *Graves, Josephine B., 320 President " "
4 Henn, Charles H., 103 Troutman " "
5 Holmes, Mrs. J. H., 737A Quincy " "
6 Kelly, Franklyn, Putnam & Grand ave " "
7 Keator, Chas. E., 134 Dean " "
9 Leopold, Samuel H., 28 Sheffield ave " "
530 Mead, Newell L., 606 Van Buren " "
1 Rider, J. H., 429 Bergen " "
2 Smith, Chas. R., 92 N. Oxford " "
3 *Shepard, Miss Lily M., 180 Decatur " "
4 Weckesser, Philip, 1046 Dean " "
5 Weckesser, G. L., 467 E. N. Y. ave " "
6 Albert, Joseph, 969 3d ave " "
7 Bernard, Gus, 42 Sherman " "
8 Connor, Charles, 307 Hart " "
9 Deknon, Wm., 329 Atlantic ave " "
540 Howell, Geoffrey, 3A 2d place " "
1 Potts, Chas. E., 1356 Dean " "
2 Stevens, Shepherd, 201 Washington pk " "
3 Vaughan, Michael J., 31 St. Mark's pl " "
4 Warrick, Chas. L., 839 Hancock " "
5 *Dean, Miss Ada, 81 Plymouth Buffalo
6 Holidge, Edward, 241 W. Utica " "
7 McGuire, Francis W., 158 Northland ave " "

8 Miller, C. A., 101 Roseville " "
9 *Mason, Maude E., 449 Fargo ave " "
550 *Mason, Miss M. J. " "
1 Farnsworth, M. G., 69 Gibson Canandaigua
2 Jamieson, Geo., 58 Gorham " "
3 Linstruth, F. T., Box 62 Castorland
4 Kelley, Walter E. Corona
5 Kellogg, Norman H. " "
6 Higgins, Dr. F. W. Cortland
7 Wilder, G. C., 618 Howard Elmira
8 Ward, John W., Ave. D. & 15th sts Flatbush
9 Graves, J. R., St. Paul's School Garden City
560 Robinson, J. K., Jr., St. Paul's School " "
1 Bassett, Andrew S., 108 Hudson ave Green Island
2 Parker, Chas. R., 507 Davis ave Harrison
3 Thom, David R., Jr., foot Dyckman " "
Inwood-on-Hudson
4 Gilbert, Ach'd M., 128 E. Seneca Ithaca
5 MacGachen, Archibald M. P., care Dr. " "
Crawford, Sage Bk. " "
6 *McLaven, Miss Margaret, City Hospital " "
7 Pierce, Herbert N., 40 W. State " "
8 Pendleton, F. R., 15 South ave " "
9 Auckeborer, Jacob, Elec. Light station Johnstown
570 Drescher, Herman Kenmore
1 Legg, W. J., Box 658 Lancaster
2 Trowbridge, Lewis L., Box 691 " "
3 Mott, H. S., 654 2d ave Lansingburg
4 *Porter, Wilmetta J., 813 Fourth Little Falls
5 Taylor, B. Grant Lawton Station
6 Day, N. B., 18 St. Mark's pl New Brighton
7 Brission, J. C., 28 Clinton pl New York
8 Boland, John M., 133 W. 101st " "
9 Blanchard, Clifford A., 2169 Wash. ave., "Tremont" " "
580 Cornwall, Arthur B., 838 W. End ave " "
1 Crosswell, James G., 17 W. 44th " "
2 Duncan, D. B., 112 E. 90th " "
3 Dickenson Benj., 508 W. 23d " "
4 Dooley, Geo. P., 436 E. 53d " "
5 *Davies, Miss Lena, 130 W. 66th " "
6 Dodge, Frederick W., 310 6th ave " "
7 Eldred, Lewis L., 348 W. 23d " "
8 Eldridge, Wm. T., Palisade ave., Riverside " "
9 Feder, Harry, 50 E. 58th " "
590 Fink, Geo. A., 106 Wash. pl " "
1 Goll, Harry, 319 W. 15th " "
2 Hanley, Thos. F., 16 University pl " "
3 Hutcheson, David, Jr., 405 W. 28th " "
4 Jepson, Eugene, 125 East 128th " "
5 Kaskell, Arthur, 308 East 119th " "
6 Merti, Anton, 143 E. 32d " "
7 Moore, Geo. F., 243 W. 48th " "
8 Neish, Geo. M., 364 W. 23d " "
9 *Neish, Miss Alice J., 132 W. 44th " "
600 Oppenheimer, Geo. A., 65 Nassau " "
1 Paret, J. P., 119 W. 93d " "
2 Solomon, Edward, 75 W. 115th " "
3 Sala, Franz, 834 E. 164th " "
4 Steinheuer, Louis, 26 E. 75th " "
5 Stoneback, Frank A., 250 W. 12th " "
6 Schonfarber, Chas., 751 Broadway " "
7 Strauss, Joseph M., 153 E. 74th " "
8 Stiner, Milton M., 149 W. 120th " "
9 Thomas, J. Howard, 535 West 147th " "
610 Wolff, Dr. Julius, 53 E. 60th " "
1 Wolff, Herman, 140 Nassau " "
2 Webb, Frank E. H., 71 Wash. pl " "
3 *Geldert, Cora M., 5th floor Decher Bldg " "
4 Isler, Otto, 906 8th ave " "
5 Minton, Philip S., 335 Park ave " "
6 Bauer, Louis, 317 E. 83d " "
7 Baxter, John D., 209 W. 43d " "
8 Conlon, Y. P., 524 W. 123d " "
9 Conner, Alfred, 429 E. 52d " "
620 Czaki, Frederick M., 150 Nassau " "
1 *Edell, Miss Frances, 3367 3d ave " "
2 Farquharson, P. G., 50 Wall " "
3 Graber, R. V., 860 8th ave " "
4 Hynds R. O., 490 Amsterdam ave " "
5 Holmes, H. H., 561 Western bl'vd " "
6 *Kinnis, Mrs. E., 524 W. 123d " "
7 Ketcham, H. J., 537 Broadway " "
8 Lounsbury, Margaret, 224 W. 132d " "
9 Lemmon, Frank C., 137 W. 117th " "
630 *McKesson, Miss Mary E., 169 W. 40th " "
1 *McElroy, Annie A., 26 W. 10th " "
2 Mosher, E. H., Valentine ave., Bedford park " "
3 Macuire, Thos. F. M. D., 247 W. 139th " "
4 Pitcher, C. P., 60 Wall " "
5 Ruddell, Geo., W. 103 W. 121st " "
6 Reynolds, J. C., R'l'vd, cor. W. 71st " "
7 Underwood, Jas. E., 311 W. 43d " "
8 Walther, J. Henry, 988 Jackson ave " "
9 Woodward, F. Lombard, Box 69 " "
640 Young, R. Y., 853 Broadway " "
1 Borter, Chas. M., Box 215 Niagara Falls " "
2 White, J. R., Crick Bldg. " "
3 Vaudy, Justin North Cohocton
4 Shattuck, Frank G. Oneida
5 Straus, Thos. C., 1132 Main Peekskill
6 Acken, Crowell L., care S. S. White Dental Mfg. Co. Prince Bay
7 Davis, Elmer, 25 Boardman ave Rochester
8 Massey, J. Albert, 269 Alexander " "
9 Massey, Charlotte G., 269 Alexander " "
650 Quarles, Jacob M. C., 4 1-2 College ave " "

QUERIES AND ANSWERS

A. Z.:—The first hour record was 15 miles, 1,480 yards, made on an "ordinary" in 1876; the first safety hour record was 20 miles, 675 yards, in 1887; the first on pneumatics was 21 miles, 800 yards, in 1890, and the present record is 32 miles, 1,084 yards.

NO. 15,099 AND OTHERS:—Do not send, for reproduction in the L. A. W. BULLETIN, photographs you wish returned you.

TOURIST:—The Touring Club de France now has about 60,000 members.

REGARDING THAT WORM.

The smallest worm will turn, being trodden on.—*Shakespeare.*

THE worm that turns when trodden on
Is mighty full of fight,
Or the man by whom the treading's done
Must be most mighty light.

A wise worm, if he cared to live
To see another day,
"Would turn" out of the path and give
A man the right-of-way.

But, need we think the worm that turns,
When trodden on, is game?
For a cake of soap, one sadly learns,
Will do the very same.

A REPAIR-SHOP AND A PRIZE WINNER.

This is an L. A. W. repair-shop and, judging by appearances, a very busy one, but all its patrons are not like the unique specimen in front of the door. This one (for there is but one) is Mr. Geo. W. Crocker, winner of the first prize in the grotesque parade at the Fall Meet of the Massachusetts Division, held in Brockton last October. Mr. Crocker rode a wooden wheel of his own construction and his costume was a wonder. The upper part of the woman and the lower part of the man are dummies, built for the purpose. The balance of the outfit is Mr. Crocker, himself. The photograph was sent us by Mr. Benj. F. Livermore, of South Hanson, Mass.



TRUE happiness is true goodness.

Where Ignorance is Bliss.

Oh, happy is the lambkin, as he frolics o'er the lea,
And saucy are the capers that he's cutting in his glee,
And to him comes no vision of the future, dark and grim,
When his sauce will be the capers that are sprinkled over him.

West Brimfeeld, Massachusetts.

Deer Uncle Bulatin,

When me an Gus gut owt uv that ole shanty whare the tramps wuz we road quite a ways in the rane. Then we begun tew cum intew a toun an we sor a barn bak uv a hous and we shined in threw a winder an clum up intew the hay mow. Weed hid ovr wheles behind the barn undur sum boerds. Then we et ovr chikin an appel py an thay wuz bully. Arftur weed et orl we cood we covered owselves up in the hay an went sownd aslepe. It wuz most dalite when we went tew slepe an twuz most nite agen when we woak up. What woak us tew the noyse uv a teem drivin up tew the barn an 2 fellers cummin in. Thay wuz a big torl wun an a littel short wun. Thay both hed red fases an a prutty gude

jag on and the torl feller carrid a big jug. Thay left the hoss standin owtside. He beeloned tew the short feller an we lernt frum thare tork that the torl feller wuz the hyred man on the plase an the short feller a frend uv his frum up along. The plase beeloned tew a minster whood gorn orf tew be gorn til lait that nite. Heed bin gorn tew days an his fokes tew. Wel thare we wuz stuk in that mow an thoez tew drunks dounstares. Thay wuz tiltin the jug prutty lively an bimeby thay begun tew sing. Then thay hed a fite but it didnt amownt tew nuthin coz thay cryed an slobbered around an maid up. Then the short feller sed he wuz goin hoam becoz twuz dark an most ate oclok I ges. So thay stag-gird owt tew the waggin an the littel feller druv orf reelin around on the seet an singin. The torl feller cum bak tew the barn an set down under the mow whare we coodent see him. (Tew be Kontinyued in ovr Neckst.)



Yure Luvin Neffyu

Shure Shott Sandy.

LOANING a bicycle is likely to break a friendship and also the bicycle.

IT BURNS GAS! THE "SOLAR"

The New Acetylene Gas Bicycle Lamp.



No More
SOOT,
SMOKE,
GREASE
nor DANGER

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

ABSOLUTELY NON-EXPLOSIVE

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

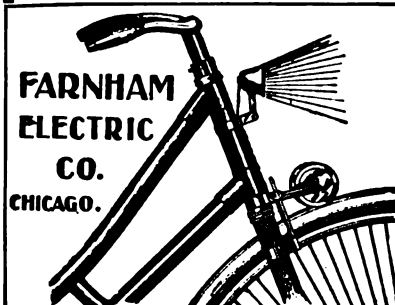
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Requires no filling—no cleaning.



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CO.
CHICAGO.

Costs nothing
to run.

Rain, wind nor
mud cannot
affect it.

Nothing to leak
or soil.

Nothing to
smoke or smell.

Nothing to
explode.

A Brilliant, White, Penetrating Light.

Water and dust proof. Warranted for one year.
If damaged other than through gross carelessness
we will repair Free of Charge if returned to us.

PRICE LAMP, COMPLETE, \$5.00.

Send for Booklet.

It Pours!!

from its peculiarly-shaped reflector a steady
stream of intense white light dead-ahead
for a long stretch. We are speaking of the
"Handsome is that handsome
does"



Its light is white, bright, unflickering
and long (10 hours), and it cannot be blown
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at both ends is not the
most economical way.
It gives more light
while it lasts, but its
usefulness is shortlived.

The advertising that
pays best is that which
not only attracts atten-
tion, but holds it long
enough to produce re-
sults.

L. A. W. BULLETIN