

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 24, 1898. Number 25



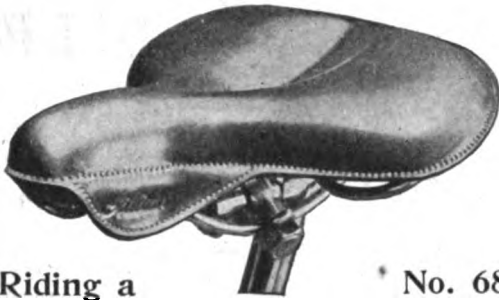
ON THE HUNTINGTON PIKE.
Photo. by Gregg D. Wolfe, Chillicothe, O.

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, 94,984.



Riding a

No. 68

GILLIAM SADDLE

Means
Ease
and
Comfort
for
\$1.80

Because made of best material money can buy; yields, but does not stretch. Springs of tempered steel, coil or truss, as specified. The lightest, easiest riding wood saddle on the market. Base of laminated wood. Padded with all wool felt. Finest Leather Tops, in black, brown or russet. Price, \$3.00. Until August 1 we will ship, prepaid, to riders for 40 per cent. off list. Send cash with order.

GILLIAM MFG. CO., Canton, O.

FIRE! Destroyed our plant but not our energy.

Our buildings are being put in shape with new machines to replace the old. We cannot furnish chains just now, but will be ready for you again very soon. Hold on a little while and we will show you something new and better than ever.



RUNS THIS → WAY

MORSE CHAIN CO., Trumansburg, N. Y.

USAGE TELLS

and long usage has already told in thousands of cases that

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

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

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

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

The Proof of the Pudding.

A turkey's age can be told by the teeth,
Though we broil it or bake it or stew it;
Not the teeth of the bird — no, that is absurd! —
But the teeth of the ones who chew it.

FROM THE "FRONT."

A member of the Massachusetts Division, L. A. W., and also of Company A, Second Massachusetts U. S. V., writes from Tampa, Fla.: "I have never had occasion to use my card until I wanted to get a money-order cashed here. There being none of my company officers present, the post-office people did not wish to cash it, but I showed them the magic card and the trouble was at an end.

"No one in Massachusetts ought to kick at the roads there after seeing the roads here. The only definition I can think of for a road here is, a line of sand, through which a team can proceed with the greatest difficulty. Near our camp, at Thor City, a suburb of Tampa, I counted six roads through the woods within fifty feet. When one wants to go to a place he takes a straight line cross-country — and there is a new road. Why, even in Tampa the main street is paved with blocks of wood sawed off the end of a log and set up endwise. Many of them are out, but that makes no difference, they lay there just the same. If there were two of the same length the street commissioners would be liable to a fine. To give you an idea how much can be drawn at a load, an army wagon with twenty-six hundredweight on board gives six mules a good big load.

"I would recommend that every rider join the L. A. W., as I believe it has done more for the improvement of the roads than anything else has or will do."

THE CYCLE AS A VEHICLE.

A decision in the Pennsylvania courts practically decides that a bicycle is not a vehicle within the meaning of an ordinance which gives vehicles the right of way on street railway tracks in the direction in which cars ordinarily run.

A wheelman riding in such direction failed to turn off the track in time to avoid collision with a cart coming towards him, and which would not turn out for him. The court decided that the cycle did not have the right of way, and that the ordinance has not "any bearing whatever upon the rights of riders of bicycles." It further remarked that the wheel "is much lighter and more under the control of its rider than vehicles of the other sort which are drawn by horses" and "in many cases, therefore, it is the duty of the rider of the bicycle to regulate his course and to make concessions which possibly the driver of a vehicle of burden ordinarily would not be obliged to do."

It may be doubted whether such a ruling as this will stand, for, as the *New York Law Journal* says, "if the principle be laid down that a bicyclist must always 'make concessions' there could be no sort of definite rule for regulating his duty or fixing his liability."

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.

SOLARS BURN GAS.



No Smoke, Grease, or Danger.

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

PRICE, \$4.00.

MADE BY
Badger Brass Mfg. Co.,
 KENOSHA, WIS.

GREATEST OFFER
 Ever Made to Wheelmen.

You may be a cyclist of long experience, but you will not know the true pleasure of cycling until you have tried a wheel fitted with the

ECLIPSE BICYCLES, **AUTOMATIC COASTER.**

With **AUTOMATIC COASTER and BRAKE.**



FEET STILL ON PEDALS—WHEEL COASTS.
BACK PRESSURE ON PEDALS—WHEEL STOPS.
A DELIGHTFUL ADVANTAGE IN CYCLING.

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

Write for Catalogue and book of wonderful tests.

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

Improvement since the advent of Pneumatic Tires.

"Gettin' Square."

The small boy now, at the "swimmin' place,"
 Avenges many a hurt
 By tying single and double knots
 In the big boy's undershirt.

COPYRIGHTING A DAILY PAPER.

Most people are puzzled to know how a daily paper can be "copyrighted," as there is obviously insufficient time to deposit copies of it each day in Washington and go through the ordinary forms of procedure. In order to accomplish it a special method is provided. On the first of each year two copies of the heading of the paper, bearing the date of each day of the year, are filed, and enough money to cover them all is deposited with the register. These deposits are kept as a special fund, and each week the expenses of copyrighting are taken from it. This method is necessary, because a paper might at any time cease copyrighting and, in that case, if all the deposit had gone into the treasury the unused portion could not be refunded to the paper without a special act of Congress.

TO PREVENT A SCORCHING POSITION.

Those riders who believe that an absolutely erect position is the only desirable or proper one to be assumed in cycling ought to look favorably upon a new English machine on which it is practically impossible to maintain anything in the nature of a scorching attitude. This bicycle has the front wheel

smaller than the rear one, and a curved frame, resembling the lower tube of a ladies curved frame machine, connects the rear forks with a short steering head above the front forks. Rigid, curved arms are fixed under the saddle, ending just under the rider's hands on either side. Through the ends of these curved arms run vertical rods, with spade handles at their upper ends. The lower ends are connected with a steering-rod whose forward end is attached to the fork-crown and so controls the steering by simply turning either wrist. The result is an open-front machine and a perfectly erect position.

UNABLE TO BUY MANY WHEELS.

The United States Consul-General in Rio de Janeiro reports that Brazil is not a very promising field for the use of bicycles at the present time. There are not large well-to-do middle classes there to whom cycles appeal, and Brazilians of Latin descent do not take to the wheel as do those of Saxon, Teutonic or Celtic extraction. Then, the great masses of the people live in abject poverty, and climatic conditions are not favorable to the sport.

"Brazil," continues the report, "is at present in the midst of a great economic crisis; the production of the staple articles has—temporarily, at least—ceased to be remunerative; business is at a low ebb; the opportunities for earning the daily necessities are greatly diminished, and the wages of the working classes, as well as the earnings of professional men, are consequently extremely low. The majority

No Wrench Required with

Cat. for the asking.

THE CLAUS ADJUSTABLE BAR.

THE CLAUS 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.

CYCLISTS' 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.

of the Brazilian people (probably 14,500,000 of the 15,000,000 inhabitants) are at present engaged in such a struggle for existence that they cannot extend their ambition to what is regarded here as among the luxuries of life. To a young clerk, for instance, who earns fifteen dollars a month, or to an experienced salesman, bookkeeper or cashier who is lucky if he can take home to his family ten dollars a week, a seventy dollar bicycle partakes very much of the nature of things unattainable."

"STRANGE that I should run across you down here!" said the "scorcher" to his prostrate victim.

DON'T be conceited. It's the best-looking glass of beer that gets "turned down" soonest.

The Good Roads Association of Missouri will urge the next State legislature to create a highway commission and to adopt a constitutional amendment that will allow the State to extend aid to the counties for the construction of good roads.

Experiments have lately been made with an oil derived from corn which, when vulcanized with an equal quantity of crude rubber, produces a substance equal, for certain purposes, to the best gum and at much less cost. "This, however," says the *India Rubber World*, "does not mean much to the practical rubber compounder, for the same thing is true of a host of cheaper materials."

Notice, please, that with all the original, distinctive, high priced details of construction and equipment

which might be dispensed with or cheapened "owing to list price" no

Rambler
BICYCLES

are offered as "specials," i.e., higher grade, higher priced, — a popular scheme, by the way, — but ALL 28-inch RAMBLERS are of the same grade (very highest) and are sold at the same fair price.

ASK RAMBLER AGENTS ALL OVER THE WORLD ABOUT IT; THEY'LL TELL.

GORMULLY & JEFFERY MFG. CO.

... CHICAGO ...

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

FACT AND FANCY.

NIXON WATERMAN.



HAD an inspiration once,
And wrote a verse so fine
That, when I polished it for months,
It grew to be divine.
It was so pure, so sweet, so nice,
So free from all that mars,
It seemed to breathe of Paradise,
And lift me to the stars.

One day an advertising man
Secured an ad. for soap
With twenty times less trouble than
I wrote my verse on "Hope."
The editor meant well, no doubt,
But, oh! it was a sin! —
He threw my matchless poem out
And put that soap ad. in!

THE truest happiness is the truest religion.

FOR every wound we give to others, our own heart must bear a scar.

HE who will wrong another to please you will sometime wrong you to please another.

EVERY moment well lived means a good day, and every day well lived means a good life.

WE can do nothing yesterday, nor to-morrow; so we really ought to do all we can to-day.

THE L. A. W. Bulletin
AND Good Roads

A WEEKLY JOURNAL

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

PUBLISHED FRIDAYS BY
STERLING ELLIOTT,
BOSTON, MASS.

EXCLUSIVE ADVERTISING REPRESENTATIVES:
CEYLER & DAVIS.

New York Office, St. Paul Building. Chicago Office, Fisher Building.
 LOUIS GEYLER. 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 24, 1898.

A "GOOD TIME."

JUST what it is that goes to make up a "good time" is, very largely, a matter of opinion. Some people have a "good time" attending the regular Friday evening prayer-meetings. Others have a "good time" shooting the chutes.

In Spain the people have a "good time" attending Sunday bull-fights. In some of our cities we have Sunday base-ball and Sunday theatres, in others sacred concerts, and in all of them church services. Sunday, with its hours of rest and recreation, offers a good opportunity for nearly everyone to have a "good time." Some improve it by going to church and listening to a good sermon and good music. Some stay at home and read a good book or paper, or visit with the family. Others have a "good time" by taking a good ride on a bicycle.

But the people do not all attend the same sort of a church. No, indeed! There would n't be much of a good time if they did. And they do not all read the same sort of a book. Not by any means. And they do not all have the same sort of a "good time" riding a bicycle.

On a recent Sunday members of cycling clubs, with headquarters in two thriving cities in New York, arranged to meet at a third town where, it

Sent to paid subscribers,.....	94,984
(Advertising rates based on above figures, only.)	
Filed in as many hotels,.....	1,004
Filed in Public Libraries and Reading Rooms,.....	1,168
To, advertisers and exchanges,.....	2,844
Total number printed this week,.....	100,000

was announced, they would have a "good time." "As to how well these expectations were realized," says the editor of the local paper who is, himself, reported to be a friend and champion of wheelmen and wheelmen's rights, "and whether it was a 'good time' depends upon the point of view, and the capacity for rational enjoyment. If the disturbance of a public meeting by shouting and whistling and ringing of bells in front of a church during service, racing through the streets on a Sunday afternoon, the invasion of private property, insults offered to ladies, or the indulgence in profanity, are what is called 'having a good time,' then that part of the program appears to have been a glittering success. Of course it was not all of the wheelmen who conducted themselves in this way, nor perhaps was it done without protest from the more conservative ones, and honorable exception should be made in such cases, but the conduct of the few was enough to disgrace the whole."

As has been remarked quite frequently, "tastes differ." There are a great many wheelmen and wheelwomen who would not get so much real enjoyment out of the sort of a "good time" above referred to. Would you?

As Others See It.

The sprinkling-cart's unceasing tide
 Would shrink somewhat, we feel,
 If the man who runs it had to ride
 Behind it on a wheel.

A DRINK OF WATER.

The enemies of the bicycle, after the manner of their kind, have accused it of being at the bottom of about every wrong in the whole category of evils. But even its worst traducers have never said it tends to increase the liquor-drinking habit. Cycling and liquor-drinking do not "gibe." They cannot be each other's steady company.


Pure, cold water just about fits a cyclist's thirst. He has no use for tangle-foot, forty-rod, red-eye, bug-juice, family-disturber, nose-paint or anything

DOCTRINE

is nothing but the skin of
 truth, set up and stuffed.

— Beecher.

But "Those Figures" are the REAL STUFF!





**NO JOLT OR JAR
VIBRATION**

WHY?

ROLLER BEARING

Spring Adjusted to
Your Weight

WAS \$2.50. **NOW, \$1.50.**

Write for Particulars.

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

MR. RIDER

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

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

of the kind. Neither does he take kindly to pink-pop for pale-people. A drink of Adam's ale is the most popular with those who ride the wheel.

Water is supposed to be the cheapest of all drinks. It forms the larger part of all other drinks which are made by simply adding something to give it flavor or color. Most of these additions to water spoils its natural effect as a perfect thirst-quencher, for which purpose, it seems reasonable to presume, it was originally designed.

The bicycle seems to be perfectly willing to aid in the work of bringing about the long-wished-for temperance reform. It creates a demand for good water. But, alas! water is so cheap that it is hard to get. We are reminded of this fact by a letter from Alfred J. Wolf, of Brooklyn, who says:

Wheeling begets thirst, and there are times when one hankers after a draught of cold water rather than beer or these sweetened abominations of the drug-shop and temperance-saloon. People are reluctant to ask for water in a place where beverages are kept for sale, and women seldom care to enter such places. As a result, I have no doubt there is no little discomfort to a large class of persons. Can not some scheme be devised so persons living by the roadside would be encouraged to provide means whereby the wayfarer can slake his thirst? I have sometimes wondered why some enterprising roadhouse-keeper has not perceived the advertising possibilities of providing free water accessible to all. I will wager that his sales of liquids would astonishingly increase.

There's an idea worth considering. The free-lunch as a trade-bringer costs a goodly percent. of the sales made through its aid, but good water can be provided at small expense. Here's a chance for

the temperance societies and the innkeepers to work hand in hand. Some good work in the way of providing cards calling attention to springs, and cups for drinking purposes, has been done by the Staten Island Christian Endeavor Union, but more general effort should be made to provide a thirsty wheeling public with the means of getting good water with as little inconvenience as it can now get other less commendable drinks. "Wine is a mocker, strong drink is raging; and whosoever is deceived thereby is not wise."

THE washerwoman hangs out her clothes for sun-dry reasons.

THE small boy bent on eating green apples is likely to be in the same position when he gets through.

ACCORDING to his own lights, Mr. Edison has a right to believe he has made the world seem brighter by having lived in it.

AFTER you have put your foot in it is a poor time to try to shut your mouth.

The wheelmen of Portland, Maine, are thinking of erecting a bronze statue in honor of Alderman Dow, whose ordinance fining persons five to twenty dollars for throwing anything injurious to cycle tires in the street, has just become a law.

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.

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.

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



Normal
 Under Pressure

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.

CHASE TOUGH TREAD TIRES

Light and Resilient. Practically Puncture-Proof.

Chase Special and Vulcan,
 Equal to any standard road tires made.

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

Our '98 CATALOGUE and BOOKLET on
 the use and abuse of tires, manner of application, Repairs, etc., sent **FREE** on application, provided you mention this paper.

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

Before and after Taking.

He raved about the red, red wine
 That sparkled in the flagon,
 And, later, paid ten dollars' fine
 Because he had a "jag" on.

HOW CYCLE PRICES HAVE FALLEN.

Cycling was made a popular pastime by the introduction of the safety bicycle; it became universal through the adoption of pneumatic tires. When the element of danger was removed with the disappearance of the "ordinary," the sport appealed to all classes; when vibration was minimized and comfort increased by means of air cushions, it proved its adaptability and usefulness to all sorts and conditions of men.

At the outset, when a few active, well-to-do young men were riding high wheels, there was not much attention given to the question of prices. For such a novelty and luxury, those who rode expected to pay the price. It was not until a later period, when the popularity of cycling became established, that the demand became active and a market was found for wheels at low figures.

In the early eighties some imported "ordinaries" cost nearly \$200, and for some time after this about \$150 had to be paid for the best machines. Then the price gradually dropped to \$125, and the first safeties were put out at this figure. These had solid tires. A year or two later ten dollars additional was asked for cushions and twenty-five additional for

pneumatics; so, when pneumatics became universal, the price of \$150 was firmly established.

When the public became interested in cycling they almost immediately began to denounce the prices charged for wheels. They soon convinced themselves that reductions should be made, and their belief was confirmed by various published statements that purported to be "by the card." In 1892 the sale of a number of high-priced cushion-tire machines at half price strengthened the impression, and in 1893 the sale of a large number of high-grade pneumatics at a great reduction still further confirmed it. The public did not, or would not, realize that the concern which made the cushion-tired wheels had failed, and that the manufacturers of the pneumatics were simply pressed for ready cash—they insisted that the "break" in prices, so long predicted, had come.

Now, it so happened that the cry for lower prices corresponded, in the main, with the increasing demand for wheels, and with the rapidly-growing market for patterns at medium and low prices.

In 1893 satisfactory air tires and well-built machines were, for the first time proving their capabilities. The demand rapidly increased, and the necessity for catering to the hosts of possible new riders became apparent. Good lower-priced machines began to appear. The next year the high-grade list was reduced to \$125, and more machines at lower prices were introduced. In 1895 the list was made \$100, and remained at that figure for three

NEW BRUNSWICK TIRES

Corrugated, Smooth, Rough, and Basket Tread.

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

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

Boston, 207 Congress st.; New York, 90 Reade st.; Chicago, 235 Lake st.

DETACHABLE SPROCKET RIM.



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

THE MELWAINE-RICHARDS CO., Indianapolis, Ind.

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.

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.



Don't Bind BICYCLE and GOLF GARTER.

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

C. E. CONOVER CO., N. Y., WHOLESALE AGENTS.

BLAKESLEY NOVELTY CO., Manufacturers, Box 19, Bristol, Conn.

SPECIAL PRICES TO

Members on our well-known Bicycle Chains.



Write for special terms and full particulars.

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

INDIANA CHAIN CO., Indianapolis, Ind.

The Bike Jockey Strap Suspensory

JIMMY MICHAEL: — I have tried every kind of Jockey Straps, but never found one before that fulfils my wants in every respect like "The Bike."

Testimonials from Titus, Sanger, Kiser, Cooper, Gardner and many others.

Mailed upon receipt of price.....\$1.00 **Sharp & Smith, Chicago.**

TIGER **TIGRESS**

TIGER BICYCLES

HONEST WHEELS PRICES

STODDARD MFG. CO.

DAYTON, OHIO, U.S.A.

years, and in 1898 it fell to seventy-five dollars. Along with this reduction came a steadily-increasing number of machines at lower prices. Reduction in price, however, was not due simply to public demand, nor wholly to largely-increased sale of bicycles. Competition had its effect, and changed conditions of manufacture exerted much influence.

Early in 1895 there was a shortage in supply, the great demand of the year not having been foreseen. The press dwelt upon the shortage, and the profits of manufacture, — and idle capital flowed into the new channel. Competition became excessive and lessened cost of production became a necessity.

Fortunately, better methods were being constantly introduced; improved machinery was being devised and used; more machines were obtainable; less hand-work was required; facilities for rapid and cheaper production were wonderfully increased; great factories devoted themselves to supplying parts and fittings at comparatively low cost, so that the change in cost of production has been very great, and it is possible to sell a good machine to-day for less money than it actually cost to build one a few years ago.

During the past few years there have been many changes in the trade, and those who remain are, presumably, able to meet present conditions. The average of construction is higher than ever before, and prices are less, so that there is very little difficulty for any one to satisfy his wants, or meet his needs, without doing injustice to his pocket-book.

A Water-Shed.

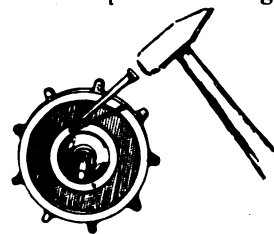
And now beside the "swimmin' hole"
The warm June sunshine glows,
And lilies shed their fragrance while
The small boy sheds his clothes.

LOOSE SPROCKET WHEELS.

When front sprockets were keyed on to the axle it was not an uncommon thing for them to loosen, and, when they did, it was necessary to have a repairman put in a new key and braze them firmly in place. Now, however, they are almost invariably made "detachable"; that is, the sprocket-rim has arms corresponding to the arms of the spider (which is securely attached to the axle), and these sets of arms are rigidly fastened together by small bolts. Front sprockets rarely loosen, but, if they do, or a bolt is lost, it can easily be replaced or tightened.

Rear sprockets are generally screwed on with a right-hand thread, and then locked with a ring-nut, which screws up on a slightly smaller part of the hub with a left-hand thread.

If a rear sprocket loosens, remove the back wheel from the frame and lock the sprocket carefully in a vise. Then grasp the rim and tire on opposite sides with both hands and screw the sprocket up firmly. Remove the wheel



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

THE PERFECTED GLOVER PERFECTION

IS FAULTLESS.



Ask for the greatly improved varieties.

The Ideal Saddle for Women.

Invented by a Physician.

Send for free descriptive circulars to

GLOVER CYCLE SADDLE CO., Jackson, Mich.

PRICE \$3.50

MONEY



is not more surely a defence against poverty than technical knowledge that can always be converted into money. You can learn now without leaving home. Success guaranteed. Best text books free.

STEAM ENGINEERING

Bridge, Electrical or Civil Engineering; Mathematics; Chemistry; Mining; Architectural or Mechanical Drawing; Surveying; Plumbing; Architecture; Metal Pattern Drafting; Prospecting; Book-keeping; Short-hand; English Branches

TAUGHT BY MAIL

Circle free. State subject you wish to study. Estab. 1891. 45,000 students and graduates. The International Correspondence Schools, Box 1161 Scranton, Pa.

\$2.00 a Month

Steel, Adjustable and Stationary Handle Bars

THE WOOD MANUFACTURING COMPANY, Toledo, Ohio.



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.

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

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



BONSILATE BOX CO., Hartford, Conn. By mail, 25 cts. per pair.

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.**

from vise; take a large nail, or some similar small instrument; hold it at an angle, with one end in one of the holes in the ring-nut, and tap it around toward the left until it is locked securely on the sprocket, as shown in the picture.

WHY DO SPANIARDS CALL US "PIGS?"

Ever since the beginning of our little unpleasantness with Spain many of the articles quoted from Spanish papers have alluded to Americans as "Yankee Pigs," or just plain "Pigs" or "Hogs," and "our friends, the enemy" have seemed to take delight in picturing us as possessed of only porcine attributes.

It may be that in their enlightened eyes we appear inordinately greedy or, in the vernacular, simply "hoggish" or it may happen that this is the most severe term of reproach that their refined language affords. There is, however, another possible explanation.

Over fifty years ago, when some few Americans determined that we must fully control the Pacific coast, they are said to have manufactured a flag out of the only material at hand — some red and white under garments, and to have painted upon it the picture of a huge grizzly bear. Possibly the artist had never seen a grizzly, or at least failed to secure one to sit for his portrait, for the flag was hailed with derision by the Spanish settlers who declared that the animal was a pig, and the banner became known as the "Hog Flag."

Perhaps the association of events, then inaugurated, established for us, in Spanish eyes, certain national characteristics which seem to their present generation greatly to have developed with the inauguration of the present war.

A NEW ROAD BOOK OF THE MARITIME PROVINCES.

The Maritime Provinces — New Brunswick, Nova Scotia and Prince Edward Island, offer many attractions to summer tourists, and can be better seen and appreciated from the wheel than in any other way. A road-book covering the ground has just been issued by the New Brunswick District of the Canadian Wheelmen's Association, and will prove a valuable aid to the increasing number of riders who annually go from the States to explore this interesting territory. It is a handy bound volume, four by seven inches, giving the desirable routes, with directions and many details of country and grade; the distances and the hotels, and has a full index. Copies may be obtained from J. M. Barnes, Chief Consul, P. O. Box 19, St. John, N. B. The price is one dollar.

In a circus parade the lions are in the van.

In the collections of most men the rarest bird is the "golden eagle."

CATCHING "suckers" and "shiners" is fun for the business-man as well as the small boy.



20th CENTURY CYCLOMETER

This is the perfect little instrument that the wheelmen have been enquiring and waiting for, but which has been unfortunately delayed in the manufacturing, but is

Now Ready for Delivery.

Dealers are fast supplying themselves to meet the demand.

20th CENTURY MFG. CO., N. Y.

Manufacturers of the famous

20th Century Bicycle Headlight.

5 TIMES AS MUCH OXYGEN

supplied to the flame of the "BRADDER LAMP" as in ordinary lamps, because of its double forced draft. No bracket required; its clamping jaws may be attached to any part of the machine.



WE GUARANTEE IT TO NOT JAR OUT.

Prepaid \$3.00. Cat. free to anybody.

HITCHCOCK LAMP CO., Watertown, N. Y.



5000 BICYCLES

All makes and models, must be closed out at once. New '07 models, guaranteed, \$9.75 to \$18; shopworn and used wheels, \$5 to \$12; swell '08 models, \$18 to \$55. 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.

THOSE DOCTORS.

"A. Surgeon Wheeler," in writing of medical journals which editorially attack the wheel in a wholesale, indiscriminate way, says he fully expects to see them, ere long, advocating wasp-waists and high-heeled boots for women. "A. S. W." should not take what "those doctors" say too much to heart. The history of the practice of medicine shows they have not always been infallible in their conclusions. Since the time when, according to the then prevalent custom, they bled "the father of his country" to death, they have changed their opinions regarding many things. So long as the large and intelligent majority of practicing physicians say rational cycling is the best exercise yet found, the few doctors whose practice is not so rushing but what they can find time to edit "journals" on the side need not be listened to so very attentively.

A SIMPLE DEMONSTRATION.

A practical experiment is suggested by No. 332 to show why it is necessary to have both pedals screw into the cranks in a forward direction — the right one with a right-hand thread, and the left one with a left-hand thread, as explained in L. A. W. BULLETIN of the 10th. He says:

"I used to wonder why the pedal-shaft stayed in the crank, and thought the threads should be cut the other way. I read an article not long ago on the subject, in which the writer said that the way the

FREE.

"The Rubber Spool Spins."

To each of the first ten who will send the best description of the article the above four words describe, together with an advertisement in which they appear, we will send one of the articles in question FREE.

Address all answers to

GRANT ARMOR, 2231 Bolton Ave., Baltimore, Md.

..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.

We'll Buy your Old Saddle

If you buy of us. Express your unsatisfactory Saddle to us, prepaid, stating what you want. We quote price on exchange. If not agreeable, we return your saddle WITHOUT COST. BICYCLE SADDLE EXCHANGE, 26 West Broadway, 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 a wheel. 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.

pedals screwed into the cranks was practically right but theoretically wrong. But I think the theory is all right and can be easily explained in this way:

"Hang up a bicycle so the wheels will turn; take out one pedal and insert in the crank a piece of round iron a little smaller than the hole in the crank. Revolve the crank in a forward direction, keeping a downward pressure on the piece of iron the same as the pressure of the foot would be on the pedal. It will be noticed that the piece of iron will turn in the crank the same way that the pedals are screwed in, i. e., forward toward the front of machine, the same as axle-nuts on a wagon, making left pedal left-hand thread and right pedal right-hand thread, which would tend to keep the pedals always screwed in."

A NEW BALL-BEARING.

A new style of ball-bearing consists of two rows of balls slightly separated at their base by an adjustable ring, and having a third, or separating, row of balls running above them in contact with them. This arrangement is supposed to prevent sliding friction, and to distribute the load evenly on the two lower rows of balls.

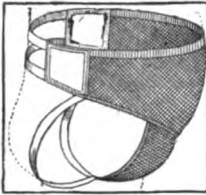
A foreign concern that caters to the needs of tall riders has lately booked an order for one machine with 29-inch frame and 30-inch wheels, and for another with 32-inch frame and 32-inch wheels.

A CASH customer is a man of no account.

WANTED 500 SECOND-HAND BICYCLES.

We have facilities for disposing of large numbers of second-hand bicycles, and will allow a very liberal price for them in exchange for our highest grade, up-to-date 1898 Bicycles and Tandems, — racing, road and ladies' models. Send description of your wheel — make, model, condition, etc.

WM. M. YOUNG & CO. - - - 38 Murray Street, New York.



Athletic Supporter

LIGHT, COOL, COMFORTABLE.
 The only one that supports the abdomen; makes exercise a pastime. Made with elastic or non-elastic body. Supporters for Ladies.

HAUSSMANN & DUNN,

107 S. Clark Street,

Write for Catalogue. CHICAGO, ILL.

HAVE YOU FAITH...

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

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



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



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.

A League Member.

A whirr! — a crash! — a sullen thud! and on the street they found him;
 They dragged him from his shattered wheel and sadly gathered 'round him.
 "Have you," they asked, "one last request to make before you go?"
 Speak; is there anything you want?" The victim answered low,
 And closed his eyes and passed away to Heaven's blest abodes;
 But those who'd listened heard him say, "We want good roads."

In order that a machine may clean easily it is said that vaseline smeared on the under side of the lower main tube will be found a good plan, as caked mud will then wipe off easily without scratching the enamel.

Rubber is not affected by iron or steel, but when in connection with copper or brass it undergoes a change and loses its elastic properties. This quality of those metals is employed in cases where rubber is to be attached to iron, a thin coating of copper on the iron serving to bind the rubber to it.

Familiar objects to the inhabitants of the vicinity of the Royal Normal College, Norwood, are the multicycles on which the blind students from the college take their airings and their exercise. Those machines are built for six, eight, ten, and even twelve

A-6
CLIPPER
 For 10 years we've been exclusive bicycle builders. We know how.
CLIPPER PEOPLE GRAND RAPIDS Michigan.

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.

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.

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.

persons, the last-mentioned being the longest multi-cycle in existence. The steering is, of course, managed by a rider in possession of his sight, and the blind cyclists are said to enjoy their rides notwithstanding their inability to view the surrounding scenery. — *Scottish Cyclist.*

WHETHER a man "goes off on a lark" or "on a bat" depends on how much of a "high-flyer" he is.

IT TAKES a "pillar of the church" to "hold a person up" at a church fair.

What Spain Lacks.
 They say Spain's schools are few and poor, and so
 It is n't strange in war she's very slow:
 She lacks our teachers, wise, profound, acute,
 To teach her young ideas how to shoot.

EVEN the most thorough of cooks, in preparing a "medium" steak, only half does it.

WHEN a man tells us one "fairy story," and then adds another to clinch it, he means to pair-o'-lies us.



PUTTING HIS MONEY IN REAL ESTATE.

"Arctic" Chain Lubricant "Novor-Het"
A solid form of the Famous
5 Cents per Stick.
OF YOUR DEALER, OR SENT BY MAIL BY
ARCTIC LUBRICANT CO., 129 Furman Street, Brooklyn, N. Y.



THE SECURITY COASTER
Will fit any shape or size of fork crown. Instantly detachable. Will not mar or scratch enamel. Only coaster that **CANNOT SLIP DOWN**. Postpaid, 50 cts. each.
DIVINE BROS., Utica, N. Y.

ELASTIC STOCKINGS

Knee Caps, Anklelets, etc. Special prices to bicyclists. Send for price list to manufacturer, L. H. SCOTT, 518 Main Street, Worcester, Mass.

PRACTICAL POLITICS.

JOE LINCOLN.



HEY'RE holding meetings everywhere,"
Said the "Heeler" to the "Boss";
"In every alley, lane and square
That one may come across;
They say they're going to 'clean us out,'—
They're going to 'smash the ring,'—
And now they swarm to shout 'Reform!'
And all that sort of thing."

The "Boss," he winked at the "Heeler,"
And the "Heeler" chuckled sweet;
And the "Boss" said, "Yes? Well, then, I guess,
We'll have to let 'em meet."

"They've got the good folks on their list,"
Said the "Heeler" to the "Boss";
"The great and kind philanthropist
Who speaks of gold as 'dross,'
The clergymen, the orators,
The pure of every walk,
And all the time they rail at crime,
And talk, and talk, and talk."
The "Boss," he winked at the "Heeler,"
And the "Heeler" smiled a smile;
And the "Boss" said, "Stuff! Talk 's well enough,
But *work* is more *our* style."

"They have a big procession out,"
Said the "Heeler" to the "Boss";
"And music rings and children shout,
And banners wave and toss;
And in each crowded church and hall
Great speakers cheer their souls,
As oft they tell how quick and well
They'll thrash us at the polls."
The "Boss," he winked at the "Heeler,"
And the "Heeler" grinned a grin;
And the "Boss" said, "So? But do they know
Just where to spend their 'tin'?"

"The last returns have just been read,"
Said the "Heeler" to the "Boss";
"And we're some 'fifteen thou.' ahead,
And their's will be the loss.
The 'moral party' spent its breath,
We spent the 'long, green notes';
They talked and shirked, we simply worked,
And now we've got the votes."
The "Boss," he winked at the "Heeler,"
And the "Heeler" roared a roar;
"It seems to me," said the "Boss," "that we
Have done this thing before."

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., 778 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.**



STERLING BELLS ARE THE BEST...
All Styles and Sizes.
N. N. HILL BRASS CO. - East Hampton, Conn.

ROADS IN ST. JOHN.

In summer season, rather nice;
In winter, one smooth glare of ice;
In spring and autumn, nothing less
Than concentrated cussedness.

Quit patching the road all to pieces. Build right.

Muddy crossroads—
Man in hurry—
Slow descent—
Obituary.

A wide tire maketh a smooth road, but a narrow
tire rippeth up the highway.

No community can cut down its taxes by cutting
up its highways with narrow-tired wagons.

Old King Cole
Was a merry old soul—
A merry old soul was he;
For he was n't afraid,
But he called for a spade,
And repaired every road he could see.

— *St. John, N. B., Telegram.*

R. H. SCOTT, chairman of the Membership Committee of the L. A. W., died last Monday, at Fairlee, Vermont, where he was stopping for the summer. While his health had not been the best for the last few months, the sudden termination of his life was wholly unexpected. In his death the League loses one of its most earnest officials, and one who has accomplished much for the advancement of wheelmen's rights.

If "actions speak louder than words," what a noisy place a deaf mute convention must be.

THE crow is said to be a very wise bird, for it never does anything without caws.

The existing war emphasizes the importance of keeping the whole community in touch with the march of events, and the need of avenues of communication that will make it possible to deliver daily papers and mail matter at the door of every farmer and all other country residents. Better highways will alone make it possible.

PRIZES FOR LADIES.

WINNERS FOR JUNE 3, 1898.

First.—JOHN LOCHER, Philadelphia, Pa.

Second.—HENRY F. HOMES, New York.

Third.—MARY H. ASHMAN, Afton, Va.

"Talk is cheap," but paper! — say!
That's something folks don't give away.
We'll print your "ad." and widely strew it,
'F you'll pay for the paper it takes to do it.

Socrates said that "Woman, once made equal to man, becometh his superior."

We cannot help thinking that the men who oppose giving the ballot to women do so because of an inward consciousness that they would have to "take a back seat" if the sex which "strews celestial roses on the pathway of our terrestrial life" were given an equal chance with them in "the affairs of state."

The L. A. W. BULLETIN takes this opportunity to go on record as favoring the ballot for women, and, if necessary, taking it away from the men.

Just because women happen to be wiser, cleaner, more kindly, — less offensive in every way, and more merciful and humane than men are, is no reason why they should be refused the job of guiding the destinies of the greatest nation on earth.

But we digress.

Such an interesting subject tempts one to "slop over," as Artemas Ward would say.

The prizes this week are not for the men.

Only ladies are eligible. The tobacco-chewing sex is barred.

We hope to have such a fine lot of letters that the experiment may be repeated.

Ladies: Read the conditions on this page, and tell us what you think of the L. A. W. BULLETIN advertisements.

The prizes are not large, but just think how many letters you have written for less money.

Fish are prone to shun the hook which is not provided with an attractive bait.

The connecting link between a man and his money may often be disconnected by a well-written advertisement.

"Don't hide your light under a bushel," we find,
By a carefuller interpretation,
Means that it's too bad to be wasting an "ad"
In a paper with no circulation.

"The world was sad, the garden was a wild,
And man, the hermit, sighed till woman smiled."

The third prize in our June 3d competition was won by a Virginia lady.

The placing of the business of one of the largest advertisers in this country is done by a lady

If you have goods to offer men,
That fact should be expressed;
The public always listens when
It's properly "ad."-dressed.

LADIES: READ THIS.

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

ROAD-BOOKS AND TOURING.

Of all the road-books issued by the state divisions of the League no two can be found which exactly correspond in style and method, but there still remain various ways of indicating the character of the country which have not yet been tried by our road-book makers. Touring has really begun to assume importance only within a few years and, comparatively speaking, but a very limited number have as yet given attention to the best and simplest means of imparting information concerning the character of the roads.

The first road-books antedated the safety, and were issued prior to the beginning of the good roads agitation. In a few sections of the country, notably around Boston and the Oranges, in New Jersey, there were areas of good riding, but elsewhere rideable roads were scarce. As a consequence, the first road-books were devoted chiefly to giving exact details of routes, so that a rider could pick his way to the best advantage between the given points, and most of the roads that were fit to be traveled by a high wheel were described in this way.

The advent of the safety and the inception of the good roads movement made touring more practicable and reduced the necessity for adhering to road-book routes. More general information, which should include a wider range of territory, was desirable, and so there came into favor maps of a more or less comprehensive character, on which nearly all roads are shown and their surface and gradient plainly indicated. Road-books of late have come to consist mainly of series of carefully prepared maps, with the requisite explanations and

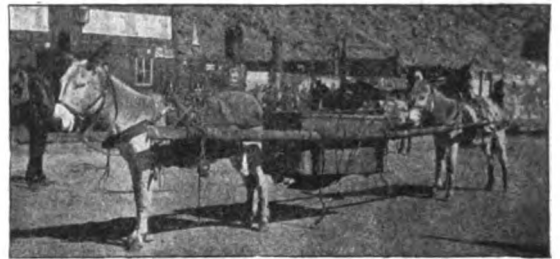


CYCLERS' SNAP SHOTS.—"SCRAPING ACQUAINTANCE"
Photo. by Geo. Niedermeyer, New York City.

such general information as seems desirable, and sometimes a considerable number of routes are also given separately.

The recent state road-books, as a rule, answer

their purposes admirably, and many very excellent maps are also issued by publishing houses. At first, many of these maps were inadequate and unsatisfactory, because they were only ordinary maps printed



CYCLERS' SNAP SHOTS.—A COLORADO FREIGHT TRAIN.
Photo. by Victor A. Bles, Lake City, Colo.

for wheelmen, and were not specially prepared either by them or by those who understood their needs. This objection is now generally removed, and many of these maps possess great excellence.



CYCLERS' SNAP SHOTS.—"FOUR OF A KIND."
Photo. by F. B. Fleming, Shippensburg, Pa.

Touring is much older in England than it is here, and is more generally indulged in. For years it has been fostered by the Cyclists' Touring Club, whose members secure considerable advantage in special prices and the like in nearly every town in the kingdom. Its popularity and growth have led to the production of much road literature.

One ingenious idea applied to touring is that of the "Contour Road-Books," which at present cover Scotland and the north of England. The roads are shown in longitudinal section, so that their contour plainly appears. Horizontal lines representing 100 feet rise show the grades as the road line rises and falls across them, and vertical lines, representing distances of one mile, show plainly the grade at any point on the route. On the opposite page are details of surface, description of sights, and other interesting matter. A cheap edition is sold, and also a more expensive one,—Bible paper, bound in morocco, with gilt edges, etc.

Another novel road-book indicates the nature of gradient and surface by a waving line, and all details are given by a somewhat elaborate set of symbols. The road description is so worded that each mile occupies one inch of space. The system is said to be easily understood and the book to be very desirable.

Whether such methods would be acceptable here may be doubtful, but a consideration of all the means employed to convey necessary information in a lucid way and within limited space is helpful in improving the details of such systems as are used.

NO TIME LIMIT.

NIXON WATERMAN.

A bitter disappointment fell to the lot of the members of the North Avenue Congregational Church of North Cambridge last evening. The expected ordination and installation of their pastor-elect, Mr. William J. Long, of Andover, did not materialize, for the reason that the ecclesiastical council, which convened during the afternoon, rejected the candidate on account of his disbelief in eternal punishment. The members of the North Avenue Church received the action of the majority of the council with surprise and great disappointment, as a candidate had been cast aside whom the society loved and greatly desired as its pastor. — *Boston Daily Paper.*

WANTED: A man to tell us of our meek and lowly Saviour,
A man of warm and loving heart and Christian-like behavior,
Whose high and holy trend of thought, and deeds among the living,

Shall emulate that Blessed One, so gentle and forgiving;
And yet, that no false word to warp the conscience of our people
Shall come from him who stands beneath our heaven-pointing steeple,
He must believe that every soul that fails in its endeavor,
Our God of love and tenderness will curse, and curse forever.

A million billion trillion years are but the faint beginning
Of that eternal punishment our God inflicts for sinning.
Though we are weak and prone to err, and blinded with temptation,
If we shall fall we must accept time-without-end damnation:
Thus, while we're duly taught to breathe, through all our earthly labors,
The gospel of forgiveness as applied to friends and neighbors,
We must remember "God is just," and in His awful power
Unnumbered years will curse the dust that sins but one brief hour.

And so some truly pious man, with intellect sufficient
To willingly accept this plan of punishment omniscient, —
And thinks thereby that he shall aid Christ's sweet and loving mission, —
Can, if he will confer with us, secure a good position.
We want him to be heaven-sent and filled with grace and glory,
To lead us to the Lamb of Light and tell "the old, old story,"
And though he be not quite so good or eloquent or clever,
We must have one who's sure our God will punish souls forever.

THE REAR SEAT THE HARDER.

Increasing numbers of tandems are now seen on the road having the lady on the rear seat. For the most part they are double diamonds, requiring appropriate costume on the part of the fair rider, but occasionally a machine of the "lady back" type puts in an appearance.

Aside from considerations of design, simplicity of manufacture and cost of construction of "lady front" and "lady back" styles, other questions, such as suitability of position, pleasurable riding, and amount of work to be done, which were referred to in a late article, *apply equally* to double diamond and combination frames. Undoubtedly there may be times when it is desirable, and conditions under which it is better, for a lady to be relegated to the rear seat; but assuming, as it is fair to do, that the man is the heavier and stronger of the two, and owes every possible courtesy to his partner, she is certainly entitled to the front seat of the machine.

In considering the effect of placing the lady in

the front or rear position, a prominent English writer makes some points worth repeating. He says in part, "it must be remembered that, with all due deference to the fair sex, it is to be expected that when going up hill the gentleman will do a larger amount of work, and if he occupies the front saddle, he will have to employ this power at a considerable distance from the rear wheel. In fact, it will have to travel to the latter through two chains, and over practically the whole length of the frame, being subjected to possible loss by any tendency of the latter to spring, either between the crank brackets themselves, or between the rear bracket and the fork ends.

"If, on the other hand, the gentleman occupies the rear saddle, his power will be directly applied to the rear chain, and the portion of the frame between the crank brackets will not be affected by it. It is a well-known thing that the nearer the driving power can be placed to the point at which it is required, the more effective will it be, and this is peculiarly so upon tandems, the frames of which are, as a rule, by no means so stiff between the crank brackets as they might be, a defect which accounts for the hard running of many double machines up even moderate inclines. . . . A tandem with a long wheel base and of fairly heavy build will run better, especially up hill, than a light one."

The point made is an important one and ought to receive careful attention. Forty-pound tandems are even weaker than twenty-pound singles — which experience has shown to be too light, even for the track — and until riders are willing to accept weights that will be a guarantee of strength it is all the more important that the driving power should be applied to the machine where it will strain it least.

Wheelmen are warned to keep off pavements and board walks while passing through the boroughs of McKees Rocks and Esplan, Pa. Officers "laying" for trespassers. Sure fine.

It's easy to fool the neighbors, but don't be fool enough to try to deceive yourself.



Port Huron to E. Saginaw, Mich. — Route wanted. CHAS. F. SCHOTTIN, E. Buffalo, N. Y.

DON'T FORGET the Monon Route is the best line to the L. A. W. Meet at Indianapolis. FRANK J. REED, G. P. A., Chicago.

HARTFORD TIRES CHEAP. I will mail you (postage paid) a good Hartford "Second" for \$2.50. W. P. WEAVER, New Haven, Conn. Reference, — Pope Mfg. Co.



AN INFALLIBLE TEST.

The readiness of wheelmen to find fault with the condition of most highways has, at times, aroused much unfavorable comment, particularly in the earlier days of good roads agitation, when the subject was far less perfectly understood than at present. The public-spirited crusade which they inaugurated was ascribed wholly to ulterior motives, and it was not until they began to demonstrate its universally-beneficent effects that the position of the cyclist began to be at all appreciated.

For generations, those who used the highways had been satisfied to plod along as best they might, behind steeds that could voice no intelligible complaint, traveling as little as possible in the bad seasons and never considering the many ways in which they would be advantaged if firm roadways in every direction emancipated them from the reign of King Mud.

But the bicycle opened fresh vistas and started new lines of thought. The patient beast no longer trudged alone through mud, — over rocks, ruts and stumps, up-hill and down, — while the driver indolently bounced along in the vehicle behind him. On the wheel, the rider, driver and motor are one, and immediately awakens to a keen and realizing sense of the road beneath him. Every change in grade is registered by human nerves; every depression, rock or stretch of sand causes a shock to a human backbone, and calls for greater energy. With bad conditions, a severe strain is put upon the attention, pleasure is destroyed and wearisome labor takes its place.

The bicycle showed conclusively that roads were wrong, and it largely indicated the extent of their imperfection. It thereby set in motion the forces that have in ten years accomplished much and are working toward the accomplishment of much more under the power of the inevitable logic of events.

The city depends on the country; the farmer's welfare is the public welfare; money in his pocket makes the farmer prosperous; good roads aid him to accumulate coin.

It is proposed by the Canadian Wheelmen's Association to introduce a Wide-Tire Bill into the next session of the Ontario legislature.

REGULATES STREET SPRINKLING.

During six or eight months of each year more complaint arises in all cities from the manner in which the streets are "sprinkled," or flooded, than from almost any other cause. Watering-carts throw heavy streams that turn dust into mud, and private parties soak the roadway in front of their residences with torrents of solid water from their hose. Streets are made well-nigh unfit for use, and carriages and pedestrians are alike wetted if they inadvertently pass too near, while wheelmen are impeded in their passage and placed in danger of serious accident.

What to do to remedy the evil has been annually discussed, but with small result. In Providence, R. I., however, practical steps have at last been taken, as we announced on June 10, and an earnest effort is under way to abate the nuisance. An inspector is employed to watch for violation of the ordinance, and those who ignore it will receive a copy of it and a notice from the Commissioner of Public Works. If they persist in their course, they will be notified not to put "any" water on the street, and if this does not avail, the Chief of Police will be directed to issue a warrant and push the case in court. Already, it is said, a marked change for the better is noticeable in the condition of the streets. The regulations covering the matter are as follows:

RULES GOVERNING STREET SPRINKLING, PROVIDENCE, R. I.

No person or persons shall be permitted to take water from the fire hydrants or street-sprinklers to sprinkle any of the streets or portions of the streets of this city, or for any other purpose, without having obtained a permit from the Commissioner of Public Works, which permit shall be good only for the time named therein.

The sprinkling of streets shall be done in such manner as not to become injurious to the health of the public, or to cause the streets to become muddy in consequence of said sprinkling.

Streets must not be sprinkled on damp days, nor in the shade of trees or buildings when the pavement is moist.

Drivers must shut off the water at crosswalks and when passing carriages, pedestrians, etc., so as not to wet or spatter them. This rule will apply to meeting people crossing streets on the crosswalks, and carriages standing in front of buildings.

The further employment of drivers who sprinkle until the streets are actually muddy will not be permitted.

The orifices of the tube or sprinkler through which the water passes from the sprinkling-cart or wagon to the street must not exceed one-sixteenth of an inch in diameter, or sixty orifices to the running foot of tube of sprinkler. Carts with patent sprinkling attachments shall have them so adjusted that too much water may not run through them.

All sprinkling carts shall be subject to inspection by an inspector authorized by the commissioner.

In taking water for street-sprinkling purposes no leakage or waste of water, either from street-sprinkler, hose, or sprinkling-cart, will be tolerated; and all persons using the sprinklers shall leave them properly covered.

All instructions received from any authorized inspector, relative to the sprinkling of streets, shall be fully complied with.

Violations of rules relating to sprinkling streets shall be deemed sufficient reason for refusing further permits.

The road improvements petitioned for under the new law in New York are almost entirely in the suburbs of large towns.

League of American Wheelmen
Official Department ...

ABBOT BASSETT, Editor.

Officers for 1898 and 1899.

- President,** ISAAC B. POTTER, Potter Building, New York City.
1st Vice-President, T. J. KEENAN, JR., Press, Pittsburg, Penn.
2d Vice-President, EDWARD N. HIMES, 35 Larned St., West, Detroit, Mich.
Treasurer, J. C. TATTERSALL, Box 329, Trenton, N. J.
Secretary, ABBOT BASSETT, Russia Bldg., 530 Atlantic Ave., cor. Congress St., Boston, Mass.

Standing Committees.

Executive and Finance.

THE PRESIDENT AND VICE-PRESIDENTS.

Membership.

ROBT. H. SCOTT, Fairlee, Vt.

Rights and Privileges.

CONWAY W. SAMS, Bank of Baltimore Bldg., Baltimore, Md.

Rules and Regulations.

E. KOSTOMLATSKY, Cedar Rapids, Ia.

Highway Improvement.

OTTO DORNER, Milwaukee, Wis.

Transportation.

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

Racing Board.

- ALBERT MOTT, Park Heights, near Kate Ave., Baltimore, Md.
 A. D. WAIT, Cohoes, N. Y.
 HERBERT W. FOLTZ, Indianapolis, Ind.
 W. I. DOTY, Denver, Colo.
 A. W. ROBINSON, 4 Post Office Sq., Boston, Mass.
 J. B. SHERIDAN, St. Louis Republic, St. Louis, Mo.
Local Organization.
 WALLACE SHERWOOD, Indianapolis, Ind.

DIVISION OFFICERS.

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

- ALABAMA.** Chief Consul, Alex McLeod, Birmingham. Secretary-Treasurer, John A. Snider, Birmingham.
ARKANSAS. Chief Consul, Geo. W. Thomas, Texarkana. Secretary-Treasurer, Sam S. Solinsky, Box 731, Texarkana.
COLORADO. Chief Consul, A. H. Searles, Burlington Block, Denver. Secretary-Treasurer, Isaac Sutton, 730 Cooper Building, Denver.
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DISTRICT OF COLUMBIA. Chief Consul, W. T. Robertson, 429 10th St., N. W., Washington. Secretary-Treasurer, C. E. Wood, 1325 14th St., N. W., Washington.
FLORIDA. Chief Consul, Geo. L. Ball, Gardner Bldg., Jacksonville. Secretary-Treasurer, F. B. Matthews, Gardner Bldg., Jacksonville.
GEORGIA. Chief Consul, W. E. Grady, 113 Bay St., East, Savannah. Secretary-Treasurer, Wm. Denhardt, Box 216, Savannah.
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INDIANA. Chief Consul, Wallace Sherwood, 27 1/2 So Delaware St., Indianapolis. Secretary-Treasurer, James A. Allison, 121 West Georgia St., Indianapolis.
IOWA. Chief Consul, A. C. Miller, 1426 East Grant Ave., Des Moines. Secretary-Treasurer, E. A. Sherman, Cedar Rapids.
KANSAS. Chief Consul, J. L. Bishop, Salina. Secretary-Treasurer, W. C. F. Reichensbach, Box 205, Topeka.
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- LOUISIANA.** Chief Consul, Jos. M. Gore, 1405 Peters Ave., New Orleans. Secretary-Treasurer, Adrian F. Aitkens, 912 Fourth St., New Orleans.
MAINE. Chief Consul, Abner W. Lowell, 515 Congress St., Portland. Secretary-Treasurer, Percy H. Richardson, 122 1/2 Exchange St., Portland.
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MONTANA. Chief Consul, James A. Shoemaker, Box 1167, Helena. Secretary-Treasurer, Lewis Penwell, Helena.
NEBRASKA. Chief Consul, D. J. O'Brien, 703 So. 13th St., Omaha. Secretary-Treasurer, Dr. F. C. Allen, 507 Court St., Beatrice.
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NEW JERSEY. Chief Consul, C. Frank Kireker, 148 Ellison St., Paterson. Secretary-Treasurer, J. C. Tattersall, Box 329, Trenton.
NEW MEXICO. Chief Consul, Eugene Randolph, Cerrillos.
NEW YORK. Chief Consul, Walter S. Jenkins, Mooney-Brisbane Bldg., Buffalo. Secretary-Treasurer, W. S. Bull, Office of the division, Vanderbilt Bldg., New York, N. Y.
NORTH CALIFORNIA. Chief Consul, George H. Strong, 220 Market St., San Francisco. Secretary-Treasurer, Herbert Houser, 1423A Bush St., San Francisco.
NORTH CAROLINA. Chief Consul, James G. Hollingsworth, Fayetteville. Secretary-Treasurer, E. L. Rensburg, Fayetteville.
NORTH DAKOTA. Chief Consul, Marcus W. Barnes, Valley City.
OHIO. Chief Consul, Dr. William D. Kempton, 10 E. Ninth St., Cincinnati. Secretary-Treasurer, Willis C. Munro, 2143 Grand St., W. H., Cincinnati.

PENNSYLVANIA DIVISION.

Up to the present time it has been supposed that arrangements for the proposed State Meet at Allentown, on July 2d and 4th, were progressing favorably. The following letter received today gives the first intimation that such is not the fact:

"In reply to your favors of recent date we have the following to state: The Allentown and Lehigh Valley Traction Company, upon whose ground our bicycle track is situated, have not been willing to make any kind of satisfactory terms for building a new track. This together with the war scare has made it imperative that we throw off the State Meet, at least for the present time. I will write you fuller particulars in a day or two.
 Yours truly,
 EARLE B. DOUGLASS."

In view of the fact stated in the above letter, the semi-annual meeting of the Board of Officers, which was to have been held on July 2d, at Allentown, will take place at the Lorraine Hotel, Philadelphia, at 9 A. M. on that date. P. S. COLLINS, Sec.-Treas.

IOWA DIVISION.

Please take notice that I have this day appointed M. C. Parsons local consul at Iowa City to take the place of R. P. Howell who has sent in his resignation, to take effect at once. Mr. Howell has gone to the front to fight Spaniards.

Also notice that I have made the following appointments of League Hotels: Commercial Hotel, A. S. Kerr, proprietor, and Hotel Grande, J. G. Dermudy, proprietor, both of Muscatine.
 A. C. MILLER, Chief Consul.

DES MOINES, IOWA, June 16, 1898.

INDIANA DIVISION.

The following is the standing of towns having ten or more numbers May 31st:

Indianapolis	1,002	Peru	10
Terre Haute	275	Alexandria	17
Richmond	104	Elkhart	16
Muncie	76	Columbus	16
Madison	50	Anderson	13
Shelbyville	38	Knightstown	13
Lafayette	36	So. Bend	12
Michigan City	34	Washington	12
Jeffersonville	31	New Albany	12
Ft. Wayne	26	Ambia	10
Redford	25	Brazil	10
Kokomo	22		

RENEWAL BLANK.

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

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

Number.....Date of Expiration.....
 Name.....
 Street and No. or P. O. Box.....
 City.....State.....
 City and Division in which my home is and to which I should be attached)
 Bulletin will be stopped at date of expiration. You have 60 days in which to renew.

Application for Membership in the L. A. W.

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

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

Name.....State.....
 Street or Box.....
 City or Town.....
 Cycle Club.....Write references on margin below.

Write Plainly on Blanks.

Printing Preferred.

Remit by P. O. Money Order.

RENEWAL LIST NO. 24.

Including renewals from June 13-18, inclusive.

Alabama	2	New Jersey	140
Arizona		New Mexico	
Arkansas		New York	454
Colorado	2	North California	1
Connecticut	29	North Carolina	
Delaware	8	North Dakota	
District Columbia	11	Ohio	48
Florida		Oklahoma	
Georgia		Oregon	
Idaho		Pennsylvania	417
Illinois	42	Rhode Island	35
Indiana	18	South California	38
Iowa	6	South Carolina	2
Kansas	3	South Dakota	
Kentucky	19	Tennessee	
Louisiana		Texas	
Maine	53	Utah	
Maryland	19	Vermont	3
Massachusetts	217	Virginia	2
Michigan	19	Washington	2
Minnesota	8	West Virginia	8
Mississippi		Wisconsin	33
Missouri	29	Wyoming	
Montana	2	Canada	
Nebraska	1	Foreign	1
Nevada	1	Mexico	
New Hampshire	46	Indian Territory	
			1,773



CONSUL PIN.

We have increased the size of our pin to be worn by Local Consuls. Above cut is exact size. We send these by mail for twenty cents each.



OUR NEW DATED CAP PIN.

The above cut gives a good idea and the exact size of our new dated cap pin. This pin will be sold to none other than League members in good standing to 1899. The pin bears very conspicuously the figures 1898-99. 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.

MASSACHUSETTS DIVISION.

The regular quarterly meeting of the Massachusetts Division Board of Officers was called at the Parker House, Wednesday evening, June 8th, Chief Consul Sterling Elliott presiding; sixty-seven members of the Board present and ten were represented by proxy. The report of Chief Consul Elliott is as follows:

MASSACHUSETTS DIVISION, L. A. W.

Total number of members June 3d.....11,424
 Total number of new names gained from
 Feb. 25th to June 3d, inclusive.....1,900
 Of these 1,148 were received through local consuls.
 Local consuls are also responsible for 1,431 renewals.
 We have 353 local consuls, representing 218 towns.
 We have 134 repair-shops and 88 League hotels.
 The leading six local consuls are credited as follows:

Applications. Renewals. Totals.

A. D. Peck, Boston,	53	78	131
E. P. Burnham, Newton,	43	87	130
F. L. Parnham, Boston,	45	56	101
T. P. Hall, Lowell,	23	65	88
E. O. Winsor, Chelsea,	46	37	83
A. A. Bryson, Fall River,	35	44	79

Between Feb. 25th and June 3d (15 weeks), Massachusetts has led New York or Pennsylvania 13 times, and has shown a larger list of new names than either New York or Pennsylvania 9 times.

Taking the membership of February 25th as a basis, the new names in Massachusetts amount to 15 1/2 per cent., while both New York and Pennsylvania are under 7 per cent.

The report of the secretary-treasurer is as follows:
Gentlemen of the Division Board: It is with much

personal gratification that I render this evening's report of my department, inasmuch as it is a report of considerable progress in a great many lines, and particularly so when the work of this division is compared with that of other divisions.

There are National conditions which this year have a depressing effect upon membership in all divisions, but by the persistent work of your executive department, with the generous assistance of the local consuls, Massachusetts may claim a leadership, if not in numbers, in progress. We are seeking second place, and as I look at the lists of new applicants in New York and Pennsylvania, the leading divisions, each week I see a kindly disposition on their part to aid us in our resolve, inasmuch as they seem to permit us to file a larger number of applicants, a leadership which we have succeeded in maintaining now for many weeks. It has been several years since Massachusetts has been able to lead either New York or Pennsylvania in list of applications. Now, week after week, we have made a clean sweep, and have stood second to none. While the figures show that other divisions have been way behind last year in overcoming existing conditions and recruiting their quota of applicants, Massachusetts has practically equalled her last year's figures, and if we discount the fact of the Cycle Show in '97, which jumped the weekly average from about sixty to four hundred, the showing of the Massachusetts Division would be in the neighborhood of a gain of about four hundred over the membership as compared with the corresponding date last year. In other words, subtracting the week of the Cycle Show, the records of '97 show that up to June 1st, 2,263 members had been admitted, while our records for '98 show 2,630 new applicants admitted to membership.

In our renewal department a very marked gain is noticeable. In '97 up to the beginning of June, the records show 3,017; for 1898, 4,855, a gain of 938. As to the causes which have brought this about, possibly an innovation in the matter of sending out notices has aided us somewhat, and that is the filling out of the blanks and the inserting of a return envelope with all notices of expiration of membership, so that every encouragement is given for an immediate acknowledgment of our request. Our consuls, particularly in Lowell and Chelsea, have rendered us valuable assistance in aiding us to retain our old members. Last year's membership at this time was 10,155. We have now on our rolls 12,182. We are not a very great many weeks off from the high water mark, and I think as soon as the fact of the generous distribution of the road book becomes widely known that we will be the first of the large divisions this year to beat the '97 record.

In making my financial report, I believe that there is one conclusion that will impress itself upon you, and that is, we have tried in every way to be conservative in all expenditures, and at the same time have accomplished results in a satisfactory manner. To meet the expenses of the road book, which are in the neighborhood of \$3,200, and of sending a large delegation to St. Louis at an expense of over \$1,000, you will appreciate the need of retrenchment and extreme conservatism. Inasmuch as we secure only thirty-five cents from the National body for each renewal, an outlay of \$4,000 is equivalent to the amount received from 11,000 renewals. To illustrate how we have succeeded in limiting some of our greatest expenditures, I would say that the General Committee requires of all who desire the road book that they shall have renewed since the first of January or shall renew before receiving the same. To go back to the Mid-winter Meet of '97, the cost to us was in the neighborhood of \$500. This year we placed it on a paying basis and gave very general satisfaction, and brought the expense down to less than the appropriation, namely, \$140. I would like to have reduced this to no expense at all, and would have succeeded in doing so had not unexpected conditions arisen, and had we not had to contend against the numerous difficulties which amateur theatrical entertainments encounter when they are attempted on a very large scale.

With reference to the Spring Meet, my recommendation of the substitution of a field day for the customary parade and second breakfast at Mechanics Building was accepted, and your General Committee had the pleasure of scaling down the expenses to a very appreciable degree. Last year's appropriation for the Spring Meet was \$1,500. Our expenses for this year's Meet were \$738.73. We did away with the expense of \$50 for the rent of Mechanics Building in the morning, and the seemingly needless expense of \$125 for serving breakfast to wheelmen within an hour after they had had their breakfast at home. We brought down the expense of the orchestra \$30, and the expense of the souvenirs \$10. By charging a nominal sum for checking the cloak room brought us a revenue of \$26, which should be deducted from the total expense of the Meet. In the matter of expense for the road book, I can personally testify to the good work of your chief consul, inasmuch as when I was chairman of the Road Book Committee I secured a general estimate from various large printing houses. Through Mr. Elliott's experience in the business, he has been able to divide up the process of making the road book into its composite parts, and thereby saved the very generous commission of several hundred dollars which the printers who gave me the figures on the entire undertaking expected to make.

The cash on hand the first of March, when my last statement was made, was \$250.78. The receipts since then have been \$2,795.95. The balance on hand, in deposit with the New England Trust Co., the first of

June, was \$508.67. The large expenditures necessary for the road book we are paying by degrees, and hope by continuing in our conservative course to gradually recover from the heavy drain upon our treasury.

C. W. Fourdrinier, chairman of the Finance Committee, reported that he had audited the books of the secretary-treasurer to June 1st, and found them correct.

Brief oral reports were made by Mr. Seward, a member of the Highway Improvement Committee, and by the chairmen of the Transportation, Racing Board, Road Book, Guide Post and Touring Committees.

D. E. Miller, chairman of the Rules and Regulations Committee, presented as his report the recommendation of the amendments which were later acted upon in the meeting.

The following resolution, as entered by Vice-Consul A. G. Frothingham, was passed unanimously:

Resolved, That the Massachusetts Division, L. A. W., keep in good standing all members of this division who may have or who may subsequently enlist in the U. S. Army or Navy during the present war with Spain and action contingent upon said war.

The amendment to do away with proxies was the first new business taken up. A proxy vote was called for, and by a vote of 57 to 20 the motion to strike out Section 4, Article 12, was carried.

The recommendation of the Committee on Rules and Regulations to amend the By-Laws to provide for the more perfect secrecy of the ballot was passed, and the future method of election will be in accordance with the following:

Art. 5, Sec. 4. (A). On or before November 1st, the Election Committee shall send to each member of the division one official ballot containing all nominations regularly made and accepted by the committee, one plain envelope (in which said ballot shall be placed by the voter before he returns it in the official envelope) and one official return envelope, duly addressed to the chairman of the Returning Board, with a place on the upper left-hand corner on which the voter shall be required to sign his name, post-office and League number.

(B). In order to insure perfect secrecy the Returning Board shall check the member's name as having voted, if entitled to do so, before opening the official return envelope containing the plain envelope enclosing the ballot.

(C). After all return envelopes have been duly checked on the voting list, they shall be opened, and the return envelopes destroyed. The Returning Board shall then open the plain envelopes, and if more than one ballot be found therein, this envelope and its contents shall be immediately destroyed and not counted, but a record of the number of such ballots shall be kept and reported without canvassing the wishes of the voters.

(D). A record shall be kept by the Returning Board of the number of return envelopes received by it which do not contain the voter's name and post-office address. The contents shall not be canvassed unless the voter's name and address are signed thereon, and said envelope shall be destroyed intact.

(E). Provided a member has lost, accidentally destroyed, or not received a ballot, he may obtain a duplicate ballot on written application to the chairman of the Election Committee.

(F). Each voter shall clearly designate his choice for each office by placing an "X" (left side preferred) opposite the name of the candidate or candidates for whom he desires to vote. If it shall be found that a voter has marked more names for any office than he is entitled to vote for, no name for that office shall be counted, but this shall not invalidate the rest of the ballot.

(G). A ballot signed with typewriter or rubber stamp shall not be counted.

(H). The absence of League number or residence shall not invalidate a ballot if same can be ascertained from the books of the secretary-treasurer.

(I). No other ballot than that furnished by the Election Committee shall be counted.

The committee also presented an amendment to Section 2, Article 5, which was duly passed, as follows:

An independent nomination of a complete ticket may be made by 100 League members, not members of any League club, and whose names do not appear upon other independent nominations, making the entire section read as follows:

(2). Any League club at a duly called meeting, certified to in writing by the president and secretary of the club, may place in nomination one candidate for any office, and an independent nomination may be made in writing for any one office by twenty League members, not members of a League club. An independent nomination of a complete ticket may be made by 100 League members, not members of a League club, and whose names do not appear upon other independent nominations, the same to be sent to the Election Committee on or before Oct. 10th, who shall report all nominations through the official organ on or before Oct. 20th.

An appropriation of \$400 for the Fall Meet was made. A motion to increase the amount to \$500 was lost; \$300 was appropriated for the Mid-Summer Meet.

It was voted that the Mid-Summer Meet be held at Cottage City, the vote being unanimous.

Mr. Aaron Wolfson asked that the chief consul appoint a committee of five to arrange for a dinner of the Massachusetts Division Board of Officers, to take place on the date of the next meeting of the Division Board, the expense to be borne by the individual members of the Board.

Mr. Badger presented a petition in behalf of Mr. Cain for his appointment as local consul. The same was

referred to the chief consul as coming within his jurisdiction.

The meeting adjourned at 10.30.

(Signed) ARTHUR K. PECK, Sec.-Treas.

MASSACHUSETTS DIVISION.

Free to all Members, applicants, or to all members who have renewed or will renew for another year:

At an expense of several thousand dollars to the treasury, this division now gives free to its members a new road book, the product of several years' earnest and careful work, the co-operative effort of committees, consuls and individual members.

Members can show their appreciation best by making use of the blank application enclosed in each road book and securing for us at once one new member.

ARTHUR K. PECK.

BOSTON, June 13, 1898.

NEW HAMPSHIRE DIVISION.

LOCAL CONSUL LIST NO. 2.

- Amoskeag.....Chas. W. Eastman
Freemantle.....Chas. R. Jamieson
Canaan.....O. S. Rand
Center Harbor.....Frank T. Morrill
Concord.....George A. Place
East Jaffrey.....George H. Duncan
East Rochester.....George L. Walsh
Gilsum.....John E. Isham
Littleton.....H. S. Baldwin
North Haverhill.....C. M. Pierce
Newport.....W. W. Safford
Pittsfield.....L. W. Kaime
Somersworth.....E. E. Ferson
Raymond.....Peter Avery
West Windham.....Milton Young

ROBERT T. KINGSBURY, Sec.-Treas.
KEENE, N. H., June 17, 1898.

KANSAS DIVISION.

The attendance of every wheelman in Kansas and other less-favored points at the coming annual State Meet to be held in the city of Salina, on July 4th and 5th, is especially urged.

The Salina Bicycle Club intend to make this a memorable event in every way. The races on both days will be run at night under electric light, thus affording their guests the advantages of daylight for patriotism, visiting, business and a touring party on the afternoon of the 5th.

Bring your L. A. W. membership ticket, as it will admit you to the races free, and bring your wheel for the touring party. Business meeting at 10 o'clock A. M., July 5th, in the I. O. O. F. annex. Salina expects you and will give you a royal welcome. W. C. F. REICHENBACH, Sec.-Treas.

MARYLAND DIVISION.

To the Members of the Division:

Get a copy of the prize list and work for the prizes. If you are a League member, read and hand to a friend who is not a member of the League of American Wheelmen.

If you are not a League member, send \$2 with your name and address carefully written, to Robert H. Carr, Jr., secretary and treasurer, Maryland Division, League of American Wheelmen, Law Buildings, Baltimore, Maryland. CONWAY W. SAMS, Chief Consul.

AN APPEAL TO THE WHEELMEN OF MARYLAND.

Reasons why every wheelman and wheelwoman in the State of Maryland should join the Maryland Division of the League of American Wheelmen.

The question is often asked, "What do I get for my membership fee when I join the League?" You get a great deal. But it is submitted that there is a higher motive than a saving of dollars and cents which should actuate you in joining the L. A. W.

Consider a moment what has been actually accomplished in the State of Maryland and in the city of Baltimore for the benefit of the great army of bicycle riders by the Maryland Division of the League of American Wheelmen. The division has kept up a constant agitation for the rights of wheelmen. For example, about two years ago, we provided the funds to employ counsel to try and win the suit in Easton, Maryland, by which suit an outrageous bicycle tax ordinance was defeated.

of the Peace in Highlandtown, by the name of Lynch. Lynch is no longer a Justice of the Peace, and the earnest protests against his reappointment by the Committee on Rights and Privileges of the division had much to do with the refusal of Governor Lowndes to recommitment the said individual. Besides these prominent cases, other suits, too numerous to mention, have been tried and won for the benefit of the L. A. W. members.

The division has paid the expense of holding a large number of Good Road meetings in different parts of the State; issued at one time 5,000 circular letters during the session of the Legislature, containing information about the road question and proposed road law; passed a road law in the State, and has kept constantly before the minds of the people of the State the need of improved roads. This work has just begun and has to be kept up.

In Baltimore several things have been accomplished which are of distinct advantage to wheelmen. Chief among them are, first, a new Park Board, with two active wheelmen as members; second, the passage of the ordinances for paving Mt. Royal and Fulton Avenues, which were seas of mud in the Spring, ice ponds in Winter, Sahara sand storms in dry windy weather, dirt heaps in Summer and a disgrace to the city at all times; third, a keep-to-the-right ordinance, which we will see that the Police Board enforces.

Too much cannot be said in praise of the sensible acts of the new Park Board and the consequent benefits to the wheelmen. This change alone from the old to the new Board is enough to compel every wheelman in Baltimore to become a League member.

The division also has a contract with the Baltimore Consolidated Railway Company by which League members are carried with their wheels on the suburban lines of the said road whenever the rider is injured or his wheel broken. This is a splendid record of things accomplished.

FUTURE PLANS.

In the State, the division will continue its progressive policy in road improvement agitation and its aggressive plans to protect wheelmen in their rights.

In the city of Baltimore there are two demands we will have to make of the political parties in the next campaign. First, we will demand an endorsement of the anti-cobblestone ordinance, introduced by Mr. Sherlock Swann in the City Council about a year ago; second, the paving of North Avenue with sheet asphalt. The last Legislature passed an Act to be submitted to the voters of the city for them to decide whether the city should issue stock for certain needed public improvements, and \$1,500,000 of said stock is to be used for laying improved pavements. We will ask the political parties to promise us to pave North Avenue out of that fund. The party making that promise and also endorsing the anti-cobblestone ordinance will have our support in municipal election or we will be against the party declining, and we will see that the promises are kept.

Now, then, all this costs money and takes time. Your division officers do not get salaries, but they wish your support. We cannot carry out our plans for the future unless the treasury of the division is replenished. Therefore, join the L. A. W., and let us have enough money to do effective work in the future. The work we have done has cost over \$1,000. It has taken all our funds. The war with Spain will end in time. Then the recruits for the army and navy will not be needed, but our work for good roads and wheelmen's rights will never end. Therefore, we need recruits in L. A. W. ranks for all time. Will you join us? Will not every League member promise me to get at least one new member before the first of October, 1898?

CONWAY W. SAMS, Chief Consul.

MASSACHUSETTS SUMMER MEET

will be held at Cottage City, July 28th, 29th and 30th.

There will be a number of new and interesting features, and present indications point to a very large attendance. Our lady members will be especially welcome.

Details later. STERLING ELLIOTT, Chief Consul.

RACING BOARD BULLETIN.

When referees are convinced of team work to the extent of willfully interfering with other contestants, they will consider it the "objectionable actions on the track" mentioned in Track Rule 15, and will inflict the fine permitted by the rule. In addition, the referee will report the case to the member of the Board for the district, and file whatever corroborative evidence he can gather, with a view to further action by the Racing Board.

Forest Bigelow, Columbus, O., is permanently suspended from all road and track racing, and ruled off L. A. W. tracks in every capacity, for riding while under suspension and unfair dealing in connection with cycle racing.

The Chattanooga Coliseum Co., and track, have been placed upon the list of those to whom sanctions will be refused.

The suspension of Samuel Young, New Orleans, La., has expired.

Registered.

- No. 110. James J. Corbett, New York.
No. 1,049. Chas. D. Camp, Rochester, N. Y.

- No. 3,041. John S. Steele, Lisbon, O.
No. 3,042. Jacob Dech, Akron, O.
No. 4,004. S. M. Gaylord, Casselton, S. Dakota.
No. 4,005. Tracy Holmes, Chicago, Ill.
No. 4,008. Clarence A. Newman, St. Louis, Mo.
No. 4,009. Jerry Cronin, St. Louis, Mo.

Transferred to the Professional Class.

Jacob Dech, Akron, O., own request.
F. J. Dreher, Cleveland, O., Clause (d).

Suspended.

Walter Allen and Elmer Rogers, Blythbourne, L. I., to Jan. 1, 1899, profane and insulting language on track after repeated warning.
W. Torrance, New York, to Aug. 1, 1898, double and false entry.

Sanctions Granted.

Branch No. 4, St. Patrick Alliance, Trenton, N. J., July 4.

The Atalanta Wheelmen, of Newark, N. J., have relinquished their National Circuit date of July 23, and the American Cycle Racing Ass'n will run that meet on the track at Manhattin Beach, N. Y., instead of their date of July 1, at Willow Grove. The National Circuit meet of July 2, at Willow Grove, will be held.

Mr. Travis Shaw, Taylor, Texas, has been selected as handicapper for that State. The following is the score in the National Championship: Gardiner, 37. Cooper, 19. Bald, 13. O. Stevens, 9. Eaton, 9. Tom Butler, 9. Mertens, 8. Bowler, 7. McFarland, 4. Major Taylor, 4. Dr. Brown, 4. H. B. Freeman, 4. Becker, 4. Nat Butler, 3. Karl Kaser, 3. Bourrette, 2. C. M. Bly, 2. H. B. Hills, Jr., 1. Watson Coleman, 1.

The contract of the American Cycle Racing Ass'n, New York, with Charles W. Miller is approved. The Erie High School, Erie, Pa., the Philadelphia Turngemeinde, the New Jersey Athletic Club, Bayonne, N. J., and the Penn Charter School, Phila., Pa., will be refused further sanctions until they comply with the rules requiring the filing of program and report.

Registered.

- No. 120. Geo. E. Dench, Allegheny, Pa.
No. 121. J. C. Henderson, Philadelphia, Pa.
No. 122. H. W. Eckhardt, Philadelphia, Pa.
No. 123. W. Ritter, Philadelphia, Pa.
No. 124. C. G. Bowers, Philadelphia, Pa.
No. 125. H. E. Bartholomew, Willow Grove, Pa.
No. 126. Wm. J. Quinn.
No. 127. Chas. J. Johnson.
No. 128. J. S. Robinson, Philadelphia, Pa.
No. 129. J. E. Rache, Willow Grove, Pa.
No. 1,050. Fred A. Vetter, Buffalo, N. Y.
No. 1,051. G. A. Miller, Buffalo, N. Y.
No. 1,052. Edward M. Fisher, Buffalo, N. Y.
No. 1,053. John Pensyres, Buffalo, N. Y.
No. 1,054. A. J. Bradstreet, Rochester, N. Y.
No. 1,055. Thomas B. McCarthy, Toronto, Ontario.

The Swarthmore College Ath. Ass'n, Swarthmore, Pa., has been placed upon the list of those to whom further sanctions will be denied.

Registered.

- No. 130. H. R. Steensen, Philadelphia, Pa.
No. 131. I. J. Boyum, Milnor, N. Dakota.
No. 2,102. Fred Cross, Burlington, Vt.
No. 2,103. J. L. Decker, Ashley Falls, Mass.
No. 2,104. Thos. Mitchell, Cambridge, Mass.
No. 4,330. A. G. Harding, St. Louis, Mo.
No. 4,011. Chas. R. Hall, Omaha, Neb.
No. 4,012. D. J. Hall, Omaha, Neb.
No. 4,014. Peter Watson, Fertile, Minn.

Transferred to the Professional Class.

Fred W. Vetter, Buffalo, N. Y., own request.
Garrett A. Miller, Buffalo, N. Y., own request.

Suspended.

A. C. Moran, Washington, D. C., to June 27, 1898, ungentlemanly language to the officials of a race meet.
L. Young, J. N. White, Jr., C. B. Porter, L. Calloy, W. L. Foulke, K. C. Sooy Smith, G. H. Peabody, F. S. Puryn, Concord, N. H., to July 14, 1898, unsanctioned races.

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

STOLEN WHEELS.

EAGLE SPECIAL, No. 1,110. H. S. Willard, 192 E. Market street, Wilkes-Barre, Pa. \$50 reward offered by West End Wheelmen.

BRN HUR, No. 26,963. Walter M. Petty, Rutherford, N. J.

LADIES' WAVEFRY, No. 105,021. Napoleon Bedard, 18 Beacon avenue, Providence, R. I.

STERLING, No. 185. S. R. Briggs, Attleboro, Mass.
ANDRAE, No. 21,226. Harvey S. Mangle, Glade Mills, Butler Co., Pa.

COLUMBIA, No. 7,050.) Property of P. N. Earle
STERLING, No. 90,777.) and Eugene H. Levy, Jr.,
MONARCH, '95 Model,) Windsor Hotel, N. Y. city.
ERIE, No. 21,290. Geo. E. Allen, 93 and 95 Franklin street, N. Y. city.

ONTARIO, No. 18. H. Cheesman, 353 W. 57th street, N. Y. city.

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 24, 1898.

Total, 664-87,370.

Over 133,000, CONNECTICUT, 4-1716.

Unattached.
836 Paul, C. A., 20 Lewis Bridgeport
7 Judson, Lemuel B., 10 Bates pl Danbury
8 *Powler, Miss May W. Moodus
9 Snider, Miss Frances, 1 Prospect New Britain

Over 133,000, DISTRICT OF COLUMBIA, 3-778.

Unattached.
840 Johnson, William A., 633 F st., S. W. Washington
1 Mann, Parker (P. O. Windover, East Gloucester, Mass.) ..
2 Wells, L. S., Jr., 1311 N st., N. W. ..

Over 133,000, FLORIDA, 1-132.

Unattached.
843 Simmons, H. H., 531 West Davol Jacksonville

Over 133,000, ILLINOIS, 15-3173.

A. C. C.
844 Holstag Jno., 587 Sard av Aurora
5 Pederson, Adolph, 283 South st
6 Smith, W. A., 91 South st ..
Kewanee B. C.
7 Buckley, J. H., Box 520 Kewanee
Unattached.
8 Bagley, Albert G., 308 So. Franklin av Austin
9 Filer, E. T., 419 Willow av ..
850 Bartlett, J. E., 5112 Jefferson av Chicago
1 *Buchanan, Mrs. S. P., 4937 Wash. Park pl ..
2 Sheahan, John S., 58 Cass st ..
3 *Switzer, Mrs. E., 1629 West 21st st ..
4 Hughlett, Frank, Box 337 Galeña
5 Thode, Edward, 103 Main st Harvey
6 Rogers, Patrick M. ..
7 *Wirth, Mrs. Emil, Hotel Main Kewanee
8 Dunn, Jay M., 616 So. 2nd st Rockford

Over 133,000, INDIANA, 12-1995.

Columbus C. C.
850 George, John A., 509 Washington Columbus
L. A. W.
860 Babcock, Charles E., 1636 Park av Indianapolis
1 Quilter, Mike, 540 Grant st ..
2 Ribble, W. G., 429 No. Penn ..
Tourist C. C.
3 White, R. P. Sullivan
Elkes B. C.
4 Yelton, A. M., 828 Buntin st Vincennes
Unattached.
5 Carpenter, J. P., 22 Mer Anderson
6 Kahn, Henry, 34 No. Main st ..
7 Lansberry, Clint, 313 So. Cedar st ..
8 Lansberry, A. A., 313 So. Cedar st ..
9 Myers, Moses E., Box 208 Cambridge City
870 Browder, W. F., 2212 Talbot av Indianapolis

Over 133,000, IOWA, 4-733.

Unattached.
871 Dawley, Lawson, 321 Sixth av. West Cedar Rapids
2 Jamieson, W. D., Record Prtg Co. ..
3 Moyer, W. E., 1221 B av. West ..
4 Beard, Miller, 2nd and Price sts Muscatine

Over 133,000, KANSAS, 10-367.

Salina B. C.
875 Bush, Frank, Central Hotel Salina
6 Cathcart, C. M. ..
7 Cowden, Geo., 210 So. 8th st ..
8 Cumbow, T. B., 233 So. 10th st ..
9 Fitzpatrick, F. R., 414 So. 8th st ..
880 Hogben, Will, South 8th st ..
1 Mitchell, Lansing ..
2 Seltz, Henry ..
3 Schwartz, Chas. L. ..
Unattached.
4 Felix, Hugo Ottawa

Over 133,000, KENTUCKY, 5-982.

Unattached.
885 Roetken, Alfred, 1808 Garrard st Covington
6 Wright, T. H., 511 Madison av ..
7 Eastin, Geo. C. Mt. Sterling
8 Ridd, Ambrose, 1126 Central av Newport
9 Hinton, John T. Paris

Over 133,000, LOUISIANA, 2-106.

Unattached.
890 Chamberlain, O. W. (P. O. 253 Jefferson av., Brooklyn, N. Y.) New Orleans
1 Chamberlain, Mrs. O. W. (P. O. 253 Jefferson av., Brooklyn, N. Y.) ..

Over 133,000, MAINE, 3-482.

Portland W. C.
892 Mills, Percy A., 22 Atlantic st Portland
Unattached.
3 Clay, J. C., 68 Thomas st ..
4 Plaisted, O. R., Cape Neddick York

Over 133,000, MARYLAND, 9-1638.

Myrtle C. C.
895 Goetz, Julius E., 1317 E. Balto st Baltimore
6 Jones, Julius L., 523 West Mulberry ..
Unattached.
7 Jones, Edwin C., Reistertown Pike ..
8 Biggs, Richard J., Jr., 1806 W. Fayette st Baltimore
9 *Brown, Mrs. M. E., 2336 East Fayette ..
900 Jenkins, James, 1803 Puma av ..
1 O'Neill, Howard D., Circuit Court ..
House, No. 2 ..
2 Soule, Isedore W., 631 W. Pratt st ..
3 Tyson, B. Howard, 518 Park av ..

Over 133,000, MASSACHUSETTS, 174-11,978.

Jericho Roadsters.
904 Etter, Norman A., 640 Dudley Boston
Metropolitan W.
5 Woods, Albert H., Hotel Florence ..
6 Carroll, C. F., 1 Frederic terrace Dorchester
Mattapan Road Club.
7 Haynes, James C., 407 Seaver ..
H. P. C. C.
8 Forsythe, Robert, 42 Neponset av Hyde Park
H. P. Roberts, ..
9 Carr, Barton, 3 Pond ..
Good Roads C. C.
910 Brown, Frederick Thomas, 12 Coburn Malden
1 Kerr, Alexander, 27 Clayton ..
2 Snow, John R., 257 Washington ..
3 Wylie, George K., 501 Main ..
Sunshine
4 *Mackenzie, Jennie, 59 Federal Salem
Plymouth Rock C. C.
5 Peterson, W. L., Box 508 Plymouth
Madison.
6 Langley, Fred H., 911 Broadway South Boston

Cann Valley.
7 Marvin, D. S. R., 195 State Springfield
Newport B. Club.
8 Edwards, Geo. B., 6 Irving Worcester
Unattached.
9 White, Clarence P., 9 Hopedale Allston
920 *Deering, Mrs. L. H. (P. O. Northfield, Vermont) Arlington
1 Zwicker, J. Ambrose, Box 163 Atlantic
2 Harwood, P. Mirick Barre
3 Prouty, Ellis ..
4 Plunket, James ..
5 *Deane, Mrs. Cora J., Box 3594 Boston
6 Fleet, Frank E., 63 South ..
7 Gillis, Hugh D., 56 East Cottage ..
8 How, Fred B., 216 Purchase ..
9 Lord, Bertram, 3 Spruce ..

930 Lewis, William S., Post Office Eng. Div.
1 Neal, George Fred, 54 Myrtle ..
2 Pollo, J. Edward, Trinity court, Dartmouth st ..
3 *Ripley, Mary A., 10 Pembroke ..
4 Sheehan, James P., 128 Dale ..
5 Ward, Harry E., 1041 Tremont bldg ..
6 Wilson, R. M., 10 Appleton ..
7 Zunino, Steve A., 8 Mechanic ct ..
8 Copeland, Charles G., 5 Tremont ..
9 *Copeland, Mrs. Charles G., 5 Tremont ..
940 *Crumb, Miss Geneva, 281 Dartmouth ..
1 *Rhoades, Helen F., Ericsson ..
2 *Morehouse, Miss M. E., 139 Warren av ..
3 Christopher, E. F., 34 Dwight ..
4 *Stone, Mrs. Geo. K., 109 Murdock Brighton
5 *Adams, Charlotte, Bentley st ..
6 Cook, Frederick S., 22 Sparnawk ..
7 Guard, David S., 431 Western av ..
8 Bigney, Chesley, 176 Winter Brockton
9 Donovan, John, 148 Main st ..
950 *Brooks, Miss Sarah W., 28 Inman st Cambridge
1 Barnett, Barney, 147 Brookline ..
2 *McPhee, Mrs. Chas. E., 1 Florence pl ..
3 Teele, Walter L., 48 Armory Cambridgeport
4 Darling, G. W., 143 Main Charlestown
5 Miller, George J., 161 Washington av Chelsea

6 Fish, Elihu H., 21 Phipps av Dorchester
7 *Spencer, Miss Janet, 235 Centre ..
8 *Shurtleff, Miss Mary, 20 Wales ..
9 Tenney, Chas. R., 28 Glenarm st ..
960 Eager, J. H., 243 Norfolk ..
1 Farley, Bernard J., 32 Porter East Boston
2 Mahoney, Humphrey C., 41 Meridian ..
3 Smith, L. G., 252 East Eagle ..
4 *Leavitt, Grace S. East Lexington
5 Elden, Harry F., Box 95 East Milton
6 *Black, Ella, 47 Francis Everett
7 Files, Leonard L., 95 Cottage ..
8 *Huertis, Miss Lizzie, 25 Waverly av ..
9 Kyle, F. G., 71 Linden ..
970 Nay, H. H., 23 Buckman ..
1 Chalmers, Duncan, 1493 No. Main Fall River

2 Kerr, J. B., 291 Cherry ..
3 *Winchester, Miss Alice P., Box 212 ..
4 Hancock, Walter L., Peck st Franklin
5 *Brooks, Helen E., 55 Essex av Gloucester
6 Bixby, Carl Smith, 20 Vine st Haverhill
7 Callahan, Charles John, 2 Washington ..
8 *Leach, Mrs. A. E., 18 6th av ..
9 *Spencer, Geo. A., 70 Merrimac ..
980 Hobart, Arthur E., Weymouth Holbrook
1 Petts, L. G., Princeton Holden
2 Glazier, F. P., M. D., 12 Hudson Hudson
3 Leighton, Hazen, 45 Main ..
4 Robinson, John H., 85 Main ..
5 *Durning, Mrs. Harriet, 7 Thomas Jamaica Plain
6 Mettling, T. H., 68 Boylston av ..
7 Weir, Ernest M., 67 Spring Park av ..
8 Avilla, F. L., 69 Newbury Lawrence
9 Seavers, Geo. H., 19 Pearl ..
990 Whitman, I. Watts, 65 Fort Hill av Lowell
1 Whitman, Sidney M., 175 Merrimack ..
2 Bates, Geo. W., 166 Union Lynn
3 *Beede, Susan L., 14 Church ..
4 Hubbard, E. A., 721 Washington ..
5 Knight, Frank B., 36 Houghton ..
6 Morrow, John R., 22 Circuit av ..
7 *Northrup, Mrs. A. J., 20 Baker ..
8 Miner, Franklin M., 127 Summer Malden
9 Prescott, Charles R., 153 Highland av ..

Over 134,000.

000 Briggs, Silas Marion
1 *Files, Mrs. M. Gertrude, 52 Rockwell Mattapan
2 Patterson, John B., 93 Corbet ..
3 Paulson, John, Box 340 Maynard
4 Pedler, George, Box 266 Methuen
5 Messenger, Frank L., 31 Ashland Melrose Highlands
6 Belden, John A., 8 So. Main Middleboro
7 King, Tarrant P., Randolph av Milton
8 Richards, Arthur S., Randolph av ..
9 Hathaway, Henry C., Jr., 643 County New Bedford
010 Johnson, K. G., 197 Meddle ..
1 Rogers, Edward P., 66 Borden ..
2 Jones, Nathaniel N., 68 High Newburyport
3 Goodwin, Bancroft L., 3 Orchard Newton
4 Marsters, Fred N., 64 Cook ..
5 O'Sullivan, Fred A., Cabot st Newton Highlands
6 Munsy, Wm. A., 72 North Northampton
7 Walte, Lester E., 72 North ..
8 Smith, W. M., 53 Rice North Cambridge
9 Hoag, Wilson F., 39 Clinton av Pittsfield
020 Bachelder, John L., 95 Sandwich st Plymouth

1 Torgesen, H., 71 Court st ..
2 Boyden, W. L., 66 Allerton ..
3 Murdock, John, 25 Somerset ..
4 Stewart, Wm. H., Ash st Reading
5 Young, Wm. C. Ridge Hill
6 Hallstrom, Walter A., Whitford st ..
7 *Fraser, Linda S., 8 Copeland st Roxbury
8 Philbrook, Emma L., 106 Maple ..
9 Butler, G. W., 33 Carlton ..
030 *Schollar, Lizzie G., 2 Beacon Salem
1 Ellis, Stanley R., 10 Olive av Somerville
2 Gustin, Geo. O., 83 Sycamore ..
3 Holden, John W., 16 Park pl ..
4 Swift, Wiley P., 48 Tennyson ..
5 *Vreeland, Carolyn E., 121 Central ..
6 *Labuff, Mary, 32 Centre st South Adams
7 *Labuff, Rose, 32 Centre st ..
8 *Brown, Anna, 65 Emerson South Boston
9 Evens, Thos. J., 250 West 5th ..
040 McGibbon, Sterling, 112 M st ..
1 *Whitmore, Miss Frances A., 614 E. 9th ..
2 Wheeler, E. J., 605 Broadway ..
3 Smith, Saville T., K and 4th sts ..
4 White, Fred H. South Easton
5 Holbrook, Fred W., Bond st So. Weymouth
6 Reed, Geo. A., Elm and Pleasant ..
7 Goddard, John E., Maple st Spencer
8 *Draper, Mrs. S. J., 25 Pond Stoneham
9 *Milton, Miss Mary, 25 Pond ..
050 Kirwin, Walter J., Box 45 Stony Brook
1 *Doane, Mrs. Ida A., Box 536 Swampscott
2 Read, Geo. W., 18 King ..
3 Williams, James P., 86 Bay ..
4 Abbott, Samuel W., 26 Avon Wakefield
5 Howard, Fred C., 31 Albion ..
6 Perkins, Charles A., 19 Pearl ..
7 Boardman, Fred, 7 Randall Waltham
8 Pealfield, Jesse, 32 Myrtle ..

3 Howes, Joseph K., Thompson's Hotel Wareham
 060 Cassidy, William J., No. Beacon Watertown
 1 *Howland, Miss Edith E., 108 Elliot av West Newton
 2 Wright, Albert F. "
 3 Keene, Edward F., 5 Whitman av Whitman
 4 Jones, Sidney T. Williamstown
 5 *Connor, Felix P., 1 White Winchester
 6 Cornell, W. J. Wollaston
 7 Hall, Albert H., Hahcock st "
 8 Hall, James C., Jr., 2 Elmwood av "
 9 Ransom, John M., Box 331 "
 070 Willard, Sidney F., Highland av "
 1 Hooker, A. R., 18 Mill Worcester
 2 Murdock, Frank L., 398 Pleasant "
 3 Rust, Benjamin W., 211 Austin "
 4 Rochelean, H. O., 483 Park av "
 5 Steele, William P., 4 Eastern av "
 6 Wray, Frank W., 47 Birch "
 7 Lewis, Harry B., Minot av Wrentham

Over 134,000, MICHIGAN, 25-2001.

B. H. W.
 08 Edgcombe, Joseph H., 120 Edwards av Benton Harbor
 9 *Edgcombe, Mrs Joseph H., 120 Ed-wards av "
 Unattached. "
 080 Johnson, N. G., 24 Springbrook av Adrian
 1 Land, Edward R., 612 Eaton Albion
 2 Hoaglin, E. Floyd, 611 No. Sup st "
 3 Mason, Fred A. Buchanan
 4 Mason, Henry H. "
 5 Munch, L., Stodard st Charlotte
 6 *Bean, Miss Florence, 403 Fort st E. Detroit
 7 Converse, F. L., 341 Woodward st. "
 8 McPherson, John H., 206 Griswold st "
 9 Pink, Herbert, 260 2d st "
 90 *Unger, Mrs. Austin J., 311 Porter st "
 1 *Wilson, Harriett M., 296 3rd st "
 2 *Wilson, Evaline D., 296 3rd st "
 3 Eichelsdorfer, C. Theo, 59 Charles st Grand Rapids
 4 Scully, James Ionia
 5 Taylor, Walter R., Court House Kalamazoo
 6 Chafey, M. Foster, 311 Cap av Lansing
 7 Green, Rolla A. Oxford
 8 Brooks, C. M., 16 Huron st Pontiac
 9 Erb, Isaac, 822 Lapeer av Port Huron
 100 Johnson, Earl C. Rockford
 1 Allen, Levi Vassar
 2 Crehore, R. B. "

Over 134,000, MINNESOTA, 5-385.

L. A. W. B. C.
 103 Storr, J. N., 364 Robert st St. Paul
 Unattached. "
 4 St. Clair, G. H., 605 1st Nat'l. Bank Bldg. Duluth
 5 Green, A. S., St. Anthony Park St. Paul
 6 Renz, F. J., 1034 Summit av "
 7 Renz, O. M., 1034 Summit av "

Over 134,000, MISSOURI, 4-1189.

South Side B. C.
 108 Rundel, Jno., 2642 Ann av St. Louis
 Unattached. "
 9 Rose, Paul, Brunswick Hotel Kansas City
 110 Elliott, R. H., 2714 N. Taylor St. Louis
 1 McLaughlin, J. E. A., 322 Chestnut "

Over 134,000, MONTANA, 1-80.

Unattached. "
 112 McDonald, G. R., Box 121 Townsend

Over 134,000, NEBRASKA, 20-379.

Unattached. "
 113 Murphy, G. H. Bradshaw
 4 Palmer, B. "
 5 Gregorius, W. J. Columbus
 6 Krassman, E. H. "
 7 Speer, O. W., Box 636 "
 8 Borwick, W. E., care of Funk Opera House Lincoln
 9 Westerman, Max, University Minden
 120 Lyttle, Jno. "
 1 Robison, Thad "
 2 Trough, F. B. "
 3 Trough, J. H. "
 4 Church, W. F., care of Nebr. National Bank Omaha
 5 Crew, J. C., 2607 North 20th "
 6 Morrill, H. B., 2301 Douglas "
 7 *Platz, Mrs. E. L., 3330 Manderson "
 8 Yates, E. T., 16th and Chicago "
 9 Kauble, Henry B. Plattsmouth
 130 Gohner, F. W. Seward
 1 Fountain, J. O. Upland
 2 Fountain, R. E. "

Over 134,000, NEW HAMPSHIRE, 7-799.

Unattached. "
 133 Thotts, John E. Berlin
 4 Gray, Hugh, 85 North State Concord
 5 Lamere, Clarence H. Littleton
 6 Belanger, Ernest, 336 Prospect Manchester
 7 Ready, M. J., 4 Westbrook "
 8 Moquin, Jean B., 44 Beaufort "
 9 Jenks, A. W. Whitefield

Over 134,000, NEW JERSEY, 33-5895.

Stylus Wheelmen.
 140 Fennell, William H. Mt. Ephraim
 M. C. W. "
 1 Waller, Peter, 14 South Warren Trenton
 Unattached. "
 2 *Wyckoff, Miss A., 3rd av Ashbury Park
 3 Fennimore, Chas. H., Box 79 Bordentown
 4 Daugherty, Edw. J., 433 Kaighns av Camden
 5 West, Chris. W., 312 Mickle "
 6 Wells, Everett T., Madison av Clifton
 7 Daniels, Albert C. Daretown
 8 Daniels, Charley B. "
 9 Flthen, Samuel "
 150 Hawn, W. C. "
 1 Sherman, John A., 109 Main East-Orange
 2 Reynolds, E. E., Woodcliff Guttenberg
 3 Ockershausen, C. F., 65 Madison av Jersey City
 4 Reardon, Matthew H., 129 Pavonia av "
 5 Norfolk, Frederic, 26 Corbin av "
 6 Butler, James M. Keyport
 7 Jones, Wm. R., Box 209 Lambertville
 8 Homan, Walter E. Marlton
 9 Ireland, Charles B., 204 High Millville
 160 Dunlap, Wm. M., Irving Nat'l. Bank Montclair
 1 Abbey, William B., 420 High Mt. Holly
 2 Naight, Arthur J. Mountain View
 3 Pfeiffer, Henry, 363 Market Newark
 4 Pierce, Frank E., 117 3rd st "
 5 Carpenter, John, 238 5th av Paterson
 6 *Post, Miss Marian C., 48 Virginia av "
 7 Barker, Walter W., 103 E. Hanover Trenton
 8 Schroeder, Fred, Jr., 21 Beatty "
 9 Parker, James W., Green st Tinkerton
 170 Barlow, Walter Vineland
 1 Fox, William J. Westville
 2 Valentine, Geo. A. "

Over 134,000, NEW YORK, 131-21,805.

Associate Wh. 26.
 173 Cowan, Chas. S., 130 Liberty av Brooklyn
 Press C. C. "
 4 Ellbeck, John M., N. Y. Central Depot Buffalo
 Madison W. "
 5 Young, M. E., 423 6th av New York
 Hlnode Club. "
 6 Fukushines, Kimma, 135 West 117th Cold Water Cyclers.
 7 Burnham, Herbert Daniel, 109 W. 126th Vassar
 8 *Chapman, Mrs. Chas. E., 149 Madison Flushing
 Theatrical Wv.
 9 Stewart, James, Jr., 399 8th av New York
 C. C. "
 180 Stanley, William G., 72 Hunter Rondout
 Unattached. "
 1 Prince, H. J., Jr., 9 MacPherson terrace Albany
 2 Vosbury, Edward D., 18 Front st Binghamton
 Brooklyn "
 3 Abel, E. C., 243 Woodbine "
 4 Albertson, F. L., 1111 Putnam av "
 5 Ackerman, G. H., 316 Carlton av "
 6 Braunworth, Chas., Chestnut st "
 7 Birchmore, W. H., 341 Adelphi "
 8 *Craig, Ida J., Long Island College Hospital, Henry st
 9 Colt, Walter S., 1060 Bedford av "
 190 *Cunningham, Miss M. A., 209 Schermerhorn "
 1 Duncan, Rev. W. W. T., 590 Willoughby av "
 2 Devine, James J., Hook and Ladder No. F. "
 3 de Freemyer, James L., 556 2nd "
 4 Hettrick, John T., 493 Park pl "
 5 Kreis, Emil, 987 Halsey "
 6 Langhein, Leonard J., 696 Decatur "
 7 Meadlo, Elmer, 669 Metropolitan av "
 8 Morrell, James W., 254 Lenox rd "
 9 Mitchell, E. C., 1261 Fulton st "
 200 Povie, F., 1261 Fulton st "
 1 *Rhodes, Amy T., 17 Schermerhorn "
 2 Rieger, Chas. J., 220 Freeman "
 3 Redkate, George M., Rogers and Martense avs "
 4 Russell, H. L., 772 Putnam av "
 5 Squires, Walter R., 35 Aberdeen "
 6 *Strong, Miss Louise W., 207 Schermerhorn "
 7 Wilkinson, William, 341 Clinton "
 8 Well, Henry, 461 Marion "
 9 Hatch, Lorenzo J., Box 105 Bronxville
 210 Blood, W. S., 61 Niagara Buffalo
 1 *Johnston, Miss Frances E., 261 Whitney pl "
 2 Mankell, C. Gustav, The Buckingham, Allen st "
 3 *Mankell, Mrs. Nathalia, The Buckingham, Alton st "
 4 Rockwell, Chas. F., 511 West av Canajoharie
 5 Joy, S. H. "
 6 Miller, A. H. "
 7 Hickok, Chas. H. Ceres
 8 Draper, Fred J., Box 156 Cohocton
 9 Toles, Oscar G., Box 42 "
 220 Fox, J. C., Box N East Syracuse
 1 Bush, J. C., Jr. Franklin
 2 *Patten, Mrs. Henry W. Geneseo

3 Chittenden, Lawrence A. Hopkinton
 4 Lever, John, Jr., Academy st "
 5 Campbell, Daniel B., Box 101 Inwood on Hudson
 6 Heeseler, Wm., Steinyway Long Island City
 7 Rice, Hiram Manhasset
 8 Graves, Geo. S. Newport
 9 Allen, Geo. E., 93 Franklin New York
 230 Ahrens, Larry W., 118 Liberty "
 1 Brummel, Emanuel, 130 E. 83rd "
 2 Bermingham, Jas., 239 West 125th "
 3 Bernfeld, Max, 50 East 8th "
 4 Brockie, Frank J., 139 Allen "
 5 Bunker, Frank, 7 Nassau "
 6 Balz, Adam, 38 E. 14th "
 7 Barr, J. Upton, Jr., 234 E. 12th "
 8 Baker, H. D., 49 W. 117th "
 9 Bondy, Hugo, 180 W. 81st "
 240 Campbell, A. S., 15 Dey "
 1 Cornish, C. E., 35 W. 125th "
 2 Canter, Max, 48 Ave. C. "
 3 Chambers, John F., 146 Broadway "
 4 Conger, Frederic, 131 W. 40th "
 5 Duncan, R. T., 132 W. 12th "
 6 Fredericks, John H., 218 W. 134th "
 7 Fredericks, John H., Jr., 218 W. 134th "
 8 *Fredericks, Ella, 218 W. 134th "
 9 Florshutz, George, 419 W. 44th "
 250 Ford, M. J., 410 W. 42d "
 1 *Fallows, Miss Helen M., 18 Wall "
 2 *Fallows, Miss Alice K., 18 Wall "
 3 Garrett, James C., 133 E. 15th "
 4 Goldman, John, 1470 Lexington ave "
 5 Gebhardt, Carl, Box 1284 "
 6 Guckert, Phillip, 409 E. 87th "
 7 Gully, John G., 40 White "
 8 Harris, Victor, 55 W. 23d "
 9 *Hofhelmer, Rose C., 223 W. 126th "
 260 Johnson, F. E., 757 Broadway "
 1 Krause, William, 106 7th "
 2 Kerbaugh, D. O., 1 W. 82d "
 3 *Lind, Miss Cecilia, 5 E. 56th "
 4 *Lewis, Miss E. H., 113 W. 34th "
 5 Lewis, Browne H., 55 W. 3d "
 6 Martin, Louis, Union Square Hotel "
 7 *Mackay, Mrs. A. H., 579 Hudson "
 8 Mitchell, Dodson L., 16 Gramercy pk "
 9 *Maxwell, Elizabeth W., 891 Park ave "
 270 McLeod, Malcolm L., 114 Perry "
 1 Perry, Arthur W., 60 5th ave "
 2 Probert, W. H., 489 Pearl "
 3 Plage, Herman, 1825 2d ave "
 4 Rayment, Geo. Joseph, 40 W. 36th "
 5 Rieck, Guido, 635 Boulevard "
 6 Rozinkey, W. B., 7 Broadway "
 7 Rieser, Henry J., 473 Broadway "
 8 Steeg, F. E., 1243 W-stchester ave "
 9 Schippers, A., 85 Kemble bldg "
 280 Schmidt, Charles, 51 E. 9th "
 1 Stone, Edw., 274 W. 10th "
 2 Stoddard, John M., 146 Broadway "
 3 Tacagi, R., 51 W. 10th "
 4 Uebele, Julius, 425 4th ave "
 5 *Wells, Mary J., 874 E. 166th "
 6 Wallace, Charles A., 112 W. 21st "
 7 Walden, Charles, 132 W. 78th "
 8 Wortmann, Max, 1148 2d ave "
 9 Wille, C., 132 W. 34th "
 290 Webster, Henry J., 641 Washington "
 1 Bride, Arthur W., North Tonawanda "
 2 Zimmerman, N. B. "
 3 Cooley, H. E., 310 Lawens Olean
 4 Gaylord, John T., Box 474 Poughkeepsie
 5 Goodell, James F. Rhinebeck
 6 *Hayner, Miss N. E., 185 1-2 Lake ave Rochester
 7 Moore, C. H., 261 Mt. Hope ave "
 8 Taylor, George, 20 Mansion "
 9 Linstedt, Herman M., Box 341 Sag Harbor
 300 Wemple, E. A. Sammonsville
 1 Quinn, Lizzie B., 19 Clinton Watertown
 2 Roberts, Franklyn, 144 Davis ave "
 3 Sabin, W. A., L. A. W. Park Hotel West Brighton

Over 134,000, OHIO, 35-2753.

Canton B. C.
 304 Geisler, Louis J., 122 S. Market Canton
 Cleveland W. C. "
 5 Kittredge, L. H., 1193 Euclid ave Cleveland
 6 Minor, Chas. T., 283 Erie Tiger B. C.
 7 Walther, George, 41 Rockwood ave Dayton
 Y. M. W. "
 8 Marshall, S. S., Y. M. C. A. "
 9 Stinmages, W. W. Mt. Vernon
 310 Montis, Jed S. "
 1 Ringwalt, John S., Jr. "
 2 Wolfe, Martin W., New Lexington
 Unattached. "
 3 Shepard, Wm. P., 101 N. Valley Akron
 4 Danner, Mrs. J. M., 502 High Canton
 5 *Billings, May, 204 Pike Bldg Cincinnati
 6 Leonard, A. L., 617 W. 9th "
 7 Ruff, James A., Post Office "
 8 Foote, F. Nat., 1563 E. Madison ave Cleveland
 9 Knight, Wallace I., 785 Logan ave "
 320 Lockwood, W. R., 43 Irvington "
 1 Smith, J. N., 148 Erie "
 2 Egbert, R. B., 175 Dodge "

3 Abbott, Arthur G., 1610 Highland
Columbus
4 Davis, Vernon H., 1610 Highland
5 Kreinbring, Fred C., St. Clair
6 Keefer, Henry E., Jr., (P. O. Hunt-
ington, Ind.) London
7 Haberling, Philip, 607 Wooster Marietta
8 White, Robert T., 138 Putnam
9 Davis, William V. Medina
330 Root, Huber Hall
1 Richardson, N. P. New Philadelphia
2 Shelton, Luther, 23 East Columbia
Springfield
3 Allen, C. E., 242 Pearl
4 Halsted, C. R., 2139 Glenwood ave Toledo
5 Koster, Edward, 614 So. St. Clair
6 Simmons, F. W., The Simmons B. &
S. Co.
7 Steving, Charles C. F., 702 Galena
8 Showel, J. L., 415 Michigan

Over 134,000, OREGON, 1-135.

O. R. C.
339 Moorehouse, E. H., 305 Alder Portland
Over 134,000, PENNSYLVANIA, 97-21,089.

All Cyclers.
340 Phillips, L. H., 56 Montgomery ave Allegheny
Union W.
1 Snyder, Morris G., 6 So. Main Bethlehem
Moneta B. C.
2 Waalley, Arthur H., Box 185 Danville
C. V. C.
3 Johnson, Herbert J., 526 Napelson
Johnstown
Francisville Indians.
4 Address, Samuel C., 2315 Parrish
Philadelphia
Phila. W.
5 Ehle, Harry Sandow, 975 Marshall
Philadelphia
Lawrenceville C.
6 Trawatha, B. Lee, 133 43rd Pittsburg
Wmsport W. C.
7 Green, Jos. E., 627 Market Williamsport
8 Lindhelmer, M. L., 10 East 3rd
Unattached.
9 Phillips, Francis C., Box 126 Allegheny
350 Kuhns, John H., 233 No. 8th Allentown
1 Sample, Clyde W., Box 63 Bennett
2 Schmitt, F. W. Clearfield
3 Stauffer, Wilson P., Box 94 Centre Valley
4 Hess, E. F., 704 Wash Easton
5 Wagner, P. E., 1007 Butler
6 Dalzell, Henry R., Box 267 East Pittsburg
7 Dice, Edgar H., Beech
8 Haye, C. H., Care of General Delivery

9 *Mehl, Mrs. Ada R., 114 West 5th
360 McIlwrath, Andrew, 713 West 10th
1 Strananan, Dr. Chester W., 140 West
8th
2 Naves, E. S., 234 West 5th
3 Sturtevant, Frank A., City Mills
4 Riehl, J. W. Fertility
5 Wriggins, Chas. C., Church Lane
Germantown
6 Kimber, Wm. M. C., Church Lane
7 Kline, Chas. E. Grimsville
8 Zweigig, James Hamburg
9 Shomo, C. C. G.
370 Confer, James G.
1 Flister, Peter
2 Crumbling, H. L. Hellam
3 Price, Enoch S. Huntington Valley
4 *Paterson, Mrs. Clara M., 46 Market
Johnsonburg
5 Groat, M. B. Kinzua
6 Martin, Wm. R., 653 W. Chestnut
Lancaster

7 Baker, Clarence Lima
8 Smith, J. Harvey
9 Grant, Prof. W. H. McKeesport
380 Simon, Abe, 215 5th ave
1 White, Jas. E., 5th & Sinclair
2 Truby, C. T., Box 50 New Brighton
3 Pyle, S. W. New Galilee
4 Means, M. I. New Kensington
5 Koukol, A. B., Box 9 Peckville
6 Anderson, M. C., 2017 So. 4th Philadelphia
7 Brightmore, Harry, 1814 Taney
8 Clume, A. P., Houston Hall, Univ. of
Pa.
9 Downs, Samuel H., 2207 No. 4th
390 Deschamps, Joseph H., 634 E. Chelton
ave
1 Elliott, J. Perry, 625 Chestnut
2 Goodno, William C., M. D., 1724 Chest-
nut
3 Gearhart, Chas. C., 2109 So. 15th
4 Greer, Chas. M., 971 Franklin
5 Gallager, Geo. W., 516 Federal
6 Hill, James M., Central High School
7 Hertensteiner, Otto, 4318 Westminster
ave
8 Hall, L. H., 48 No. 11th
9 Hepp, Chas. J., 1218 Savery st., Sta. K.
400 Kochler, Frederick G., 314 Moore
1 Lynch, Arthur, 21st & St. Albans sts
2 Muelle, F. J., 2219 Gordon
3 Maier, Paul D. I., 2242 N. Broad
4 O'Neill, Joseph W., 2122 Walden
5 Pike, C. W., 727 Reading Terminal
6 Rush, Frank S., 1929 N. Camac
7 Russell, Edmund K., 1069 S. 48th
8 Sparks, Alfred A., 421 Chestnut
9 *Salmons, Lizzie G., 328 Spruce
410 Scharff, Paul A., (P. O. Madison, N. J.)
1 Walker, Roscoe L., 649 N. 40th
2 *Young, Miss Harriet W., 614 Leithgow
3 Diehl, Wm. H., 121 S. 21st Pittsburg
4 Knight, Geo. J., 329 Atwood
5 Martin, L. G., 5317 Dauphin
6 McCandless, W. G., 310 4th ave
7 Palmer, John C., 5500 Hays
8 Crawford, Jno. E., 411 High Reynoldton
9 Morris, R. M. Sewickley
420 Finkelstein, Isidore, 315 Franklin ave
Scranton

1 Goldberg, A., 411 Franklin ave
2 Shedd, C. H., 1559 Dickson ave
3 English, Geo., Jr., 121 Arch Shamokin
4 Henry, Martin L., 12 Sunbury
5 Walling, A. E. E., Box 75 Spartaansburg
6 Le Van, Harry E. Siegrieds Bridge
7 Howell, Samuel A.
8 Smith, Wm. J., Box 405 Turtle Creek
9 Bricker, Harriett Bly Watsontown
430 Robinson, Mrs. John L. Wellsborough
1 Elliott, Alva Wayne, 132 W. Barnard
West Chester
2 Still, Hayes J., 22 W. Miner
3 Savery, Edward W.
4 Vernier, Wm. H., 3974 Wyalusing
West Philadelphia
5 *Beekley, Mrs. Nathan S., 729 Holley
6 Grove, Wilson V., 256 S. Water York

Over 134,000, RHODE ISLAND, 16-1663.
Olympia C. C.
437 Chase, Ralph S., 30 Alumnie ave Providence
W. C. C.
8 Bell, John D., 99 High Westerly
9 Lawton, Ralph B., 14 Chestnut
Unattached.
440 Drake, William E. Kingston
1 Collins, Katherine K., 8 Cottage Newport
2 Carpenter, I. B., 82 Harrison Pawtucket
3 Coburn, John, 322 Wash. Providence
4 Randall, W. E., 130 Hamilton
5 Wilkinson, Thomas, 79 Jessamine
6 Clark, Henry C., S. Main st Warren
7 Crawley, Mrs. Wm. H.

8 Mabey, Chas. N., S. Main st
9 *Sparks, Mrs. C. H.
450 Cottrell, Arthur M., 20 Elm Westerly
1 Toler, Wm. P., Dixon House
2 Valois, Euclide, 17 Fountain ave
Woonsocket

Over 134,000, SOUTHERN CALIFORNIA, 2-352.

Unattached.
453 Derby, P. W., 1293 Market Riverside
4 Tietzen, Henry H., 1222 F st San Diego

Over 134,000, SOUTH CAROLINA, 33-155.

Unattached.
455 *Black, Miss Ellie C., 48 Rutledge ave
Charleston
6 *Brown, Miss Bessie, 37 Montague
7 *Dean, Miss S. G., 8 S. Battery
8 *Pollin, Miss Daisy, 167 Broad
9 *Hacker, Miss Anna, 33 Pitt
460 *Heriot, Miss L. V., 31 New
1 *Kershaw, Miss H., Broad st. & Rut-
ledge ave
2 *Rowe, Miss Mamie, 37 Society
3 *Wish, Miss Mattie, 23 Logan
4 *Welch, Mrs. S. E., 32 S. Battery
5 Balrd, Isaac, 422 King
6 Black, R. C., 48 Rutledge ave
7 Brown, Isaac B., Porter Military Acad-
emy
8 Cunningham, E. J., 48 Rutledge ave
9 Delaney, T. J., 59 Broad
470 Dwight, D. G., Porter Military Acad-
emy
1 Ferral, L. C., 59 Broad
2 Fishburne, F. C., Jr., 89 Warren
3 Jervcy, E. P., 6 Legare
4 Jennings, A. T., 113 Meeting
5 Lucas, Stephen D., 102 Beaufain
6 Marks, M. M., King & Calhoun sts
7 Metz, Geo., 1 Montague
8 *Perrin, R. McC., Porter Military Acad-
emy
9 Read, A. C., 20 Meeting
480 Rigby, L. W., 88 Society
1 Spear, H. P., 9 Franklin
2 Van Ness, W. B., 19 Mill
3 Vaux, E. S., 23 Broad
4 Wade, L. D., 83 Pitt
5 Weston, Jno. T., 213 Rutledge ave
6 Wilbur, T. S., 35 Montague

Over 134,000, TENNESSEE, 1-179.

Unattached.
487 Lengneck, A. C., 363 Main Memphis

Over 134,000, VERMONT, 1-125.

Unattached.
488 Houghton, Don A. Brattleboro

Over 134,000, VIRGINIA, 3-201.

Unattached.
489 Bell, Frank B. Bedford City
490 Bell, E. L., Box 282 Berkley
1 Smither, T. Jenner, 1103 E. Main Richmond

Over 134,000, WEST VIRGINIA 1-115.

Unattached.
492 *Bassel, Miss Carrie Clarksburg
Pastime C. C.
493 Mertensen, John, Box 1633 Green Bay
Unattached.
4 Kohl, H. F. Jefferson
5 Hansen, Hugo B., 377 E. Water Milwaukee
6 Moeller, Dr. A. M., 2713 Lisbon ave
7 Sell, Wm. F., 563 28th
8 Schwab, Edward, 347 5th ave
9 Johnson, H. A. Rhinelander

"I wish I were a wagon-wheel!" sighed the maiden lady; "they all have 'hubs' and fellows."

THE rain "lays the dust" and the latter often hatches out mud.

Don't hunt for thistles. Those who seek for figs are the ones most likely to find them.

Most people pronounce Spanish as gracefully as they walk it.

SUBSCRIPTION to the L. A. W. BULLETIN is optional.
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I will, at any time, consider it a favor to be allowed to refund the "quarter" and cancel the subscription of any dissatisfied reader, providing he has not already received the paper for more than eleven months.

STERLING ELLIOTT.

QUERIES AND ANSWERS

CUPID: — "Bicycle weddings," wherein "the parties of the first part" are attired in cycling costumes, are not infrequent.

TOURIST: — At the instigation of the Lady Cyclists' Association, the National Cyclists' Union, of London, will take legal proceedings against hotel-keepers who refuse to provide accommodations for lady cyclists in rational dress.

No. 15,099: — The information you asked for is all in your division road-book. We cannot devote space to it here.

The Explanation.

Here's why some children whom we meet
Can never get enough to eat:
It takes just all the family "chink"
To buy their Pa enough to drink.

OH, I don't know; these ice-men are not so warm!

WHEN a calendar's hung up on the wall it's "up to date."

ACTORS in general are "well posted." If you don't believe it ask the bill-sticker.

OUR soldiers must like the Caribbean Sea. We hear they go in transports over it.

UNLESS a fire-cracker goes off with a snap it is likely to be more or less of a fizzle.

THERE is no doubt that it really pays to be good. Therein lies the hope of all reform.

"**YOUR** account is a good round sum," said the grocer; "Don't you think you could square the circle?"

IT'S useless to write to a corpse, but it's all right to wire a skeleton.

At a recent military tournament held in London, cycle corps took an active part. One of the feats performed by the sergeant of a troop was to stoop, while riding, pick up a bugler boy, supposed to be wounded, from the ground by his belt, and carry him off the field across his handle-bar.

It is to be hoped that the members of that ladies' cycling club of New York who have decided to have their skirts cut six inches shorter and add the money saved in cloth to the war fund, will remember that discretion is the better part of patriotism.

A June Wish.

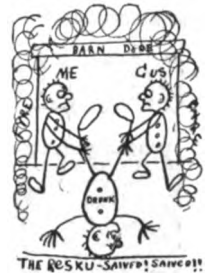
Oh, these are days when I'd like to "laze"
In the happy heat of the Summer haze,
Beneath the trees, where stirs the breeze,
And move for naught but my own "dam please."

Deer Uncle Bulatin :

I will now kontinyew mi blod kurdlin tayl. Prutty soon after the torl feller cum bak tew the barn I smelled terbacker smoak an herd him cussin at his pipe coz it woodent dror. Then it gut reel stil an then he begun tew snoar. I sez tew Gus "Now's owr chancel!" An then we herd a cracklin noyse an smelled burnin. We loked doun an I wish I may dy if the hole lowr part uv the hay want blazin. That ole drunk's pipe hed cort it. Wurds kannot deescribe owr friteful sityuashun. Old Sleuth want nuthin tew it. The drunk wuz orl sprorled owt on the flore with hiz emty jug syde uv him an the fyre a craklin rownd him. Gus wuz fer diggin owt an hollerin "Fyre!" but I sez "Do you think Ole Cap Colyer er Dedwood Dick or Cap-pun Kid er enny uv them heros wood do that now? No sur! theyed see thare wuz a chancel tew saiv a humin life at the risk uv thare one an theyed do it tew.



An is Shure Shott Sandy an Goary Gus tew finch when braiv dedes ar tew be dun?" "Never whilst wee hev life!" sez Gus an we grabbed that drunk bi the leggs an snaiked him owter that barn a rippin. His hare wuz sinjed sum but he warnt hurt none. We hurd the kow a mooin in the barn so we maid beleeve she wuz a buchus maden an we saived her in grate stile. Then we sor the only thing tew do wuz tew git sum fokes thare so Gus run doun the road hollerin "Fyre!" an I hove sum worter on the hay. Prutty sune a big crowd cum an then thay brote the enjin. She wuz one of them oled hand tubs and evrybuddy



gut holed an banged her up and doun. A feller stude on top an holered. "Now then! Bang her doun!" "All together! Thare she rizes?" an stof like that.

(The Kontinyuashun uv this thrillin narative wil be fownd in No. 26 uv the L. A. W. Bulatin, Published evry Fryday.)

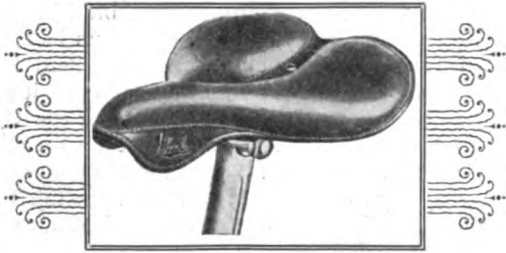
Yure luvin Neffyu
Shure Shot Sandy.

THE scorcher's position is merely assumed. It is n't natural.

AND now the professors are trying to make us believe that dew doesn't fall. How absurd! for we've all seen the dew-drop.

THE SADDLE

OF THE SEASON



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

THE WHEELER SADDLE CO.

Detroit, Mich.

THE RUSH IS A DETACHABLE TIRE



BUT IT REQUIRES

No Special Rim

No Cement . . .

No Wires

IT FITS ANY RIM AND STAYS THERE.

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

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

RUSH TIRE CO., Williamsport, Pa.

OUR ALUMINUM METAL



Made of aluminum with our secret alloys added to give it surpassing strength, is not affected by weather, acids or exposure. Easily kept clean, and everlasting. **Enamel** (we furnish machines with enamel finish

when desired) will never peel off. It's the oxidation in *steel frames* that causes enamel to scale off. It's not only poor enamel, it's a weakening of the frame. **Rust weakens a frame** below the point of safety in a short time. The chemical action of the brazing process starts violent oxidation (rust) throughout the inside of all tubes and connections. This rust, being inaccessible, cannot be removed nor checked, and continues to constantly weaken the frame. In machines made of the present light gauge *steel tubing*, do you realize how serious a matter this is? Send for our book about **aluminum**, what it has tested, etc.; it's a matter of science, and everybody should know about it.



ST. LOUIS ALUMINUM CASTING CO.

INCORPORATED,

Makers,

ST. LOUIS.



THE RATE FOR RATES!
OUR RATES ARE RIGHT!!

The man who whispers down a well
About the goods he has to sell,
Won't reap the gleaming, golden dollars
Like one who climbs a tree and hollers.