

THE BULLETIN OF 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, January 21, 1898. Number 3.



PENNY'S HILL, NEAR WILMINGTON, DEL.

Photograph by C. Clare Rose, Philadelphia, Pa.

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, 101,979.



The McIlraths in Asia.

H. Darwin McIlrath, who accompanied by his wife is making a tour of the world awheel for the Chicago Inter Ocean, writes us as follows:

"Because I am dubbing along here in Asia, not piling up any records for the fastest tire on earth, I don't want you to disremember that we use Palmer Tires and appreciate new things. Send us a Palmer Jiffy and some of the necessary dope. . . . I have just abandoned four of your old tires at Karachi. . . . They were put on in 1895 in America. Have only done 15,000 miles, but were so badly worn that the threads hung out on the tread and sides like fringe on a Class A man's trousers in January. You will certainly have to buck up in the quality of your tire or we must quit you. One thing certain, you must not expect the Chinese and Burmese to improve their roads (?) or the railway companies in India to change their ballast from rock to asphalt. At present writing we are still with you, however.

"BUSHIRE PERSIA, October 10, 1897."

Could any one doubt the durability of Palmer Tires after reading the foregoing? Would any other form of pneumatic stand such wear? Can any other tire manufacturer produce a record made under equal conditions, that will equal the record of the tires ridden by the McIlraths? Certainly not.

THE PALMER PNEUMATIC TIRE CO.
CHICAGO
NEW YORK OFFICES: 66-68 READE ST.

A Calamity Averted.

The bugs and bees and flies and fleas
And insects large and small,
Once met in the gloom of a haunted room
And joined in a lively ball.
But a sudden light produced such fright
The party went screaming about
And were scared at the flame till the waterbugs came
And put all the fireflies out.

A TOLL ROAD SCENE.

This picture shows a piece of the Bedford and Chambersburg, Pa., pike. It was taken on Sidling



Hill mountain, east of McIlvein's hotel by F. V. Palmer. He says that the road is bad for miles, and almost impassable in places, although toll is charged on it. Toll companies should be compelled to provide good roads, or surrender their charters.

The conditions above described are only too common on toll roads, which levy a tax without return.

FOR PROTECTION OF CYCLE-PATHS.

The Massachusetts legislature will be asked to pass the following reasonable law for the protection of cycle-paths. The justice of its provisions is obvious, and there ought to be no difficulty in securing its passage:

"Any person who wilfully and without authority or necessity, drives any cattle, sheep, horse, swine or other animals, team or vehicle, except a bicycle, or allows his cattle, sheep, horse, swine or other animals to be driven, or stray, upon a side-path or wheelway, constructed by, or exclusively for the use of, bicyclists, and not constructed in a street of a city, is punishable by a fine of not less than five dollars or more than fifty dollars, or imprisonment not exceeding thirty days, or both.

"Whoever, with intent to prevent the free use of a cycle thereon, shall throw, drop or place, or shall cause or procure to be thrown, dropped or placed, in or upon any cycle-path, avenue, street, sidewalk, alley, road, highway or public way or place, any glass, tack, nail, pieces of metal, briar, thorn or other substance which might injure or puncture any tire used on a cycle, or which might wound, disable or injure any person using such cycle, shall be guilty of a misdemeanor, and on conviction be fined not less than five nor more than fifty dollars."

WINTER RIDING IN GREATER NEW YORK.

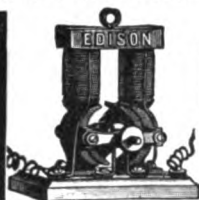
"Those who put away their machines for the Winter," says No. 121,883, "can hardly form any idea of the pleasure of riding a wheel on a fine, clear, crisp winter's day over good, dry roads, such as Kings and Queens counties are justly famous for."

An impromptu ride which he lately took with a party of six was over a route that was partly a new

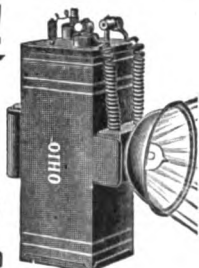
We Undersell ALL!



Necktie Light.



Dollar Motor.




Bicycle Light.

OHIO ELECTRIC WORKS, . . CLEVELAND, O.

Headquarters for Electric Novelties.

AGENTS WANTED.

Write for Catalogue—just out



The Boice Puncture Proof... Tire

—pneumatic, single-tube—is all that it's claimed to be. Nails, broken glass or jagged rocks have no effect upon it—very durable, light and resilient.

SEND FOR CATALOGUE.

Manufactured by **JOHN R. BOICE, Toledo, O.**

Read this from one who knows from experience:
FORT MONROE, VA., July 17th, 1897.
Mr. John R. Boice, Toledo, O.:
Dear Sir,—The tires you sent to me have been used about two months and a half. They have had hard usage over the oyster shell roads here. No cut or puncture has yet been made in them. A small wire nail was found one day sticking in the front tire. The nail was bent in all directions, but the tire itself remained uninjured. The military tire must be a punctureless one, and I heartily recommend yours for this use.

Yours truly, **E. T. BROWN,**
1st Lieut. 5th Artil. U. S. Army.



If you want a Buggy*
You won't buy a Wagon.

SMITH'S TWO-ROLLER SPRING SEAT POST

Makes the SEAT as EASY
as a CUSHION. Get one.

We will answer all inquiries.

J. N. SMITH & CO.

Detroit, Mich.

Free to L.A.W. Members

We have a nicely-illustrated book, elegantly printed and lithographed, which we will send free, as above stated. This book shows many wheels, processes of construction, and other things of interest to cyclists. All the new models of

IVER JOHNSON AND FITCHBURG CYCLES

are shown in the book, with their prices, and a full and accurate description of them. Agents and dealers who are not satisfied with the wheels they are now handling should write for catalogue and also for agency application blank, and we will be glad to talk agency with them. Send now to

Iver Johnson's Arms and Cycle Works,
FITCHBURG, MASS.

New York Branch - - - 99 Chambers Street.

one and unknown to many riders, and was as follows: "Jamaica ave. to Pennsylvania, to Bushwick, to Evergreen Cemetery. Turn right at the Cemetery, and follow the road up hill through the New Park, and return to Jamaica ave. at the National Cemetery. Turn left on Jamaica ave. to Jamaica; turn left at old Town Hall into Flushing ave. to Flushing. Return over Flushing ave. to Jackson ave., to Hoffman Boulevard, to Jamaica ave., to Van Wyck ave., to Broadway, and home again to Morris Park or Brooklyn, as one chooses."

A GENERAL VEHICLE TAX FOR ROADS.

A Maryland paper remarks that cyclists are most interested in good roads and talk most about them, and suggests that it might be well to commence with them and tax them fifty cents each, place as much on carriages, the same on two-horse, broad-tread wagons, twice the amount on a four-horse wagon and double the tax on all two-inch or narrow-tread wheels that carry freight. This discrimination would eventually drive the narrow freight wheels from the State, and be a distinct gain for the roads that are now deeply rutted by this class of wagon.

Look among your silver dollars for one bearing the date 1804. Comparatively few of them were made; only three, it is said, are known to exist; but if you happen to have one, you may get two thousand dollars for it.

The Sin of Laziness.

A lazy man's vice is a sorry affection,
Because, if he just gets a chance, you know,
He'll hop on and ride in the wrong direction
Rather than walk in the way he should go.

ASK HIM SOMETHING HARD.

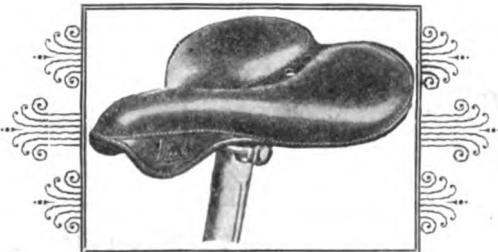
A correction of the item "About Calendars," published on Dec. 31st, has been submitted by Prof. H. S. Davis, of Columbia University, New York. He says that "no century which is not a leap-year can ever begin on Sunday, so long as the present system of reckoning time remains in force, and the years be taken *Anno Domini*; and, according to the same system no century *Ante Christum* could have begun on Monday," and also that "it is not correct to say that 'the same calendar can be used every twenty years.'"

Prof. Davis has prepared a "Columbian Perpetual Calendar," which he believes will answer all possible curious and interesting questions. He says, "I have a limited number of them which I will send to L. A. W. members who will send me stamps to pay the postage, *provided* with the stamps there be sent also at least one question, however difficult, for solution. This is a donation, not an advertisement."

The open Winter thus far has prompted a good many enthusiastic riders to undertake century runs; but, at this season of the year, few men are in condition for such undertakings, and the chances of getting chilled are very great.

*Insist on having your '98 wheel
fitted with the....*

WHEELER EXTRA



It costs no more than any other good saddle, and is universally recognized as the most Hygienic, Comfortable and Durable saddle made. It is made in two widths and either with or without coiled springs. Hair padded, etc. Write for Catalogue.



The Wheeler Saddle Co.

DETROIT, MICH.

Rambler "19 year old"
BICYCLES

\$60 ... 1898 LIST PRICE ... \$60

Agents Wanted.

GORMULLY & JEFFERY MFG. CO., Chicago.

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

Little Giant Vulcanizer

The Newest and Best Repair Outfit, and years
in advance of any plugging outfit ever devised.



\$1.50 ISN'T MUCH

to pay for a Practical Vulcanizer.

Its price is the surprise of the year. Throw away your plugs and get a Little Giant; it will save dollars for you. Small, compact and easy to operate—it is made for YOU. Will be sent complete with materials for one dozen repairs on receipt of \$1.50. Send for descriptive circular.

HILL & LYSTER,

928 Walnut St., Philadelphia, Pa.

FOR HIS DOLLAR.

Having located in Scranton, and being an entire stranger, I introduced myself through my membership card of the L. A. W. at the Scranton Bicycle Club, where a most hospitable and friendly greeting was extended. I feel certain that had I depended on the regular social introductions, it would have taken many months to have reached the equal number of good acquaintances which I, being a League member, was accorded in one evening.

No. 175,712.

A NEW REPAIR MATERIAL.

A single-tube tire that seemed very porous and nearly worn out was repaired by No. 164,025 in a novel way. He removed the valve, put in two teaspoonfuls of Wheatena, with the aid of a toy funnel, and nearly an eggcupful of water; replaced valve, inflated hard, put on valve cap, revolved wheel for a few minutes, and then pumped up perfectly tight. It has for six weeks since then held air perfectly.

THE leaves of Eve's fashion book were all of the fig variety.

SOME bicycle gears come high, but the scorchers must have them.

IF YOU have sorry news to tell some one, get your domestic to do it, for you know she has a knack of breaking things easily.

SI. HANK'S IDEE.

NIXON WATERMAN.



86 GOT no time fer hatin' folks," says old Si. Hanks, to me; "Of course I meet 'ith some 'at riles my very soul," says he, "Yit, after all, they ain't a man but what, through thick and thin, And everything considered, does the very best he kin."

"I ain't no hand fer books," says Si., "but somewheres I hev read

'At what we are depends upon the shapin' of the head. And since no man kin shape his head I've wondered if we ought To hold a man responsible fer shapin' of his thought.

"I don't suppose a feller ever stole a horse but what He thought 't was best to do it, and so, if 't was best, why not?

Of course his thinkin' was n't right, but who has yit found out Jest who er what it is 'at sends the things we think about?

"It 's natch'ul fer to hate a man who does a deed at 's bad. But no one yit hev ever blamed a dog fer goin' mad. I think ef folks was healthy in their minds they would n't sin. So let 's not hang 'em all, but try to cure 'em when we kin."

THE Assembly may also make good resolutions.

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.

BRANCH OFFICES:

St. Paul Building,.....New York City.
W. J. MORGAN,.....LOUIS GEYLER.

305 Fisher Building,.....Chicago.
45 Hodges Block,.....Detroit.
L. L. CLINE & Co.

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.

JANUARY 21, 1898.

THE SUNDAY-RACING QUESTION.

BY STERLING ELLIOTT.

BELIEVE that this is a time when every one who loves the L. A. W., and particularly every one who is to have a direct voice in the coming Assembly, should think over the above question—seriously, honestly—and try, if possible, to get his mind so well settled that when the Ayes and Noes are called for at St. Louis his vote may be cast wisely,—for it is true that there is much interest attaching to this “Sunday Question” all over the country.

I have placed my name at the head of this, and desire to be understood as expressing only my *personal* opinion.

First, I do not propose to enter into the religious phase of it further than to say that I believe in the fullest measure of individual liberty that is consistent with the best interests of the people collectively.

The proprietor of a theatre would be promptly squelched if he persisted in clanging an enormous bell for fifteen minutes just before the commencement of his performance; and yet that is the usual procedure of the average church, and we scarcely give it a thought. Why? Simply because that was a well-established custom long before we were born, and hence we were well used to it.

Total number printed this week **107,000**Sent to paid Subscribers **101,979**Samples to Advertisers, Exchanges, etc. **5,021**

I have a sincere regard for the opinion of those who honestly believe in the sanctity of the Sabbath day, and who would like to see it kept as free as possible from “worldliness.” When, however, I see an attempt to *force* others, in either direction, my heart goes out at once to the party which is, for the time being, the defendant.

“Peace hath her victories no less renowned than War,” and the victory which is brought about by peace is, after all, the only one to be really proud of.


I have expressed the following with more or less emphasis on numerous occasions, and bring it up again now for the purpose of inducing thought which may result in a settlement of the question, as any postponement of it beyond the February meeting will result in further disadvantage to the organization:

The National L. A. W. should not, under any circumstances, SANCTION Sunday racing.

It should not, under any circumstances, go on record as approving of Sunday racing in any part of the country. So much in deference to the sentiment of a very large majority of our members.

Now in reference to certain parts of the West, in which we are told that Sunday racing would be popular, I must confess that I am not as well informed as I would like to be, though my position as editor of this paper brings me, necessarily, a vast amount of correspondence on the subject. If there is any place in the Far West in which the majority of its citizens really desire to attend bicycle races on Sunday, I do not believe that our majority—the same being east of Buffalo—should undertake to go out of its way to prevent it. If we of Massachusetts, out of respect for the sentiment of our people, refrain from racing on Sunday, shall we not also respect the sentiment of those people? We have found enough difficulty in controlling racing; let us not add to our trouble by attempting to control the religion of our members.

Among all the sports and amusements, bicycle racing is about the most innocent. There is no betting connected with it, and as to the question of sin-



POOR LAZARUS

Was a beggar whom
every one despised,
but he might have
been the rich man

HAD HE ONLY ADVERTISED.

**The
Fifty
Dollar**

TRIBUNE...

The best wheel for the price in the world.

...AGENTS WANTED...

Write for elegant, fully-illustrated Catalogue, describing our entire line of twenty-three models.

The Black Mfg. Co.

ERIE, PA.



"DUBLEOOK" BICYCLE HOLDER.

(Trade Mark and Patented.)

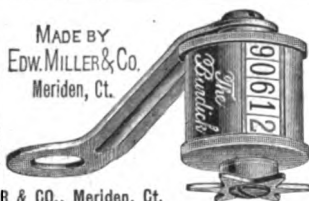
Smallest in size and price. Greatest in simplicity, finish and effectiveness. For cleaning, repairing and storing—perfect. Full nickeled, complete, ready for use, postpaid. **50c.**

GRAHAM-WOODWARD EQUIP'T CO.
26 Cortland St. - - - New York.



\$1.00 BUYS THE

Burdick Cyclometer.
The rider's trusty friend. New principle in manufacture. Simple, accurate, beautiful. You can rely on it. Registers 10,000 miles. Weight 1 oz. Guaranteed right. Send for Booklet No. 59.



EDWARD MILLER & CO., Meriden, Ct.
New York Store, 28 W. Broadway. Boston Store, 63 Pearl Street.

fulness, it is on a par with riding on the road, except that when a crowd of people are sitting in the grand stand watching a bicycle race they are thereby kept, for the time, out of all forms of mischief.

Imagine what a glorious consolation it would be to the pious eastern L. A. W. member to know that by preventing bicycle racing on Sunday we had taken away an innocent outdoor amusement, and left, as we must, prize-fights, bull-fights, dance-halls, etc., to catch, as they do, many of these people who do not and never will believe that "a space of time can be holy."

If the people of a given community don't want Sunday racing, the would-be Sunday race promoter of that locality will be the first man to find it out; and if they do, and the League of American Wheelmen—whose centre is thousands of miles away—thinks it can stop it, then the said L. A. W. is liable to wake up some morning and discover its error.

How shall we fix it? Ay, there's the rub! An amendment is already offered which will open the subject; then we must discuss it. It must be the equivalent of some form of local option, but it should not be left to the State boards of officers, because instances are not rare where such boards have allowed one man to do their thinking. It should at least be carried by a vote of the State membership at large, possibly a two-thirds vote, and might even

ECLIPSE BICYCLES

Have the only
COASTER AND BRAKE
on the market.

Catalogue free, — your name brings it.

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



**The Brightest Light That
Ever Came Over the Pike**

MADE BY

BADGER BRASS MFG. CO.

Write for 16-page Cat.

Kenosha, Wis.

WE are desirous of having our 3-crown wheels ridden in every town in the United States, and to accomplish this we will offer to one good rider in each town a special inducement in the way of exchange for his old wheel. We are the originators of the 3-crown style of wheel, cut of which appeared in the *Cycling Gazette* of Cleveland, Ohio, late in '96, and manufactured and sold it to dealers during '97; while it is now being copied by at least a dozen other makers, and will be put on the market by them for '98 as the finest bicycle constructed, it is practically our '97 wheel.

With our new and special features and improvements added to the '97 style, we have no doubt of our ability to convince the rider of its superiority. Write us what wheel you now ride. See next issue.

MANSON CYCLE CO., Nos. 73-75 W. Jackson St., Chicago, Ill.



LA FAVE HANDLE BAR

Wood or Steel.

Easily adjusted to any position by hand. No wrench required. Absolutely

secure. Most graceful bar made. All dealers, or sent charges prepaid on receipt of price. Write for catalogue showing construction and different styles of bars.

WOOD MFG. CO., Toledo, Ohio.

be contingent on certain local conditions outside the League, — I refer to local laws and customs.

Of course the details can be arranged to suit the temper of the Assembly.

Let us think it over.

THE BICYCLE'S FUTURE.

The number of persons who have ridden the bicycle during former years and who will not ride it this coming season, will be very small. The number who have not ridden heretofore, but who will ride this year will be quite large. This increase in the use of the bicycle will continue until all who are not too very old or too young or entirely too something or another will ride the wheel or be transported by some other invention that must take its place. As yet the "some other invention" has not made itself known.

Everybody wishes to go somewhere. Everybody wishes to go pleasantly, and most everybody wishes to go quickly and cheaply. The bicycle fits these requirements to the letter.

There have been frequent and important improvements made in the construction of the bicycle. So frequent and important have been these improvements that cyclists wishing to ride up-to-date machines have never had an opportunity to do more than dull the enamel on one pattern of wheel before

The Glover Perfection.



RETAIL PRICE, \$3.50.

Flat Coil Steel Spring. No rebound. No Pressure on Soft Parts. Cool. Comfortable.

Send for free descriptive circulars to

GLOVER CYCLE SADDLE CO.
Jackson, Michigan.



STERLING BELLS

ARE THE BEST...

All Styles and Sizes.

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

NEW YEAR'S GREETINGS!

AND **ALLERTON'S MICA CHAIN LUBRICANT!**

are both good things, especially the latter.

Samples free to dealers. Send for electros and prices.

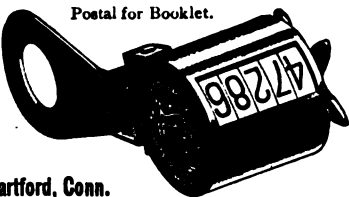
ALLERTON CHAIN LUBRICANT CO., 164 Franklin St., New York City.

On or prior to January 1, equip your bicycle with a

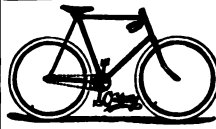
VEEDER CYCLOMETER,

and thus secure an accurate record of your mileage. It will prove interesting and will please you.

THE VEEDER MFG. CO., Hartford, Conn.



Postal for Booklet.



... SEND FOR OUR CATALOGUE...

Cutting Bicycles,

Prices \$45 and \$60,

ARE FITTED WITH THE

Willits Automatic Rear Hub Brake.

IT'S THE BEST BRAKE.

HAY & WILLITS MFG. CO.
Indianapolis, Ind.

ROYAL PURPLE

Ribbon Badges with L. A. W. Emblem in Pure Gold; guaranteed not to tarnish. Suitable for handle-bar, hat, coat, sweater, etc. Price to L. A. W. members 15 cents; send cash or postal note — not stamps. Initial or private device or L. A. W. number if desired extra, 15c. SPECIAL RATES TO CLUBS.

RHINE & CO., (L. A. W. 123,275) 775 Broadway, New York City.



New Life for Cycles

is assured by using **3inOne**

Cleans, lubricates, prevents rust. Protect your wheels for the winter. Sample sent for 2-cent stamp.

G. W. COLE & CO. (Room A3), 111 Broadway, New York.

OUR PRIZE OFFER

Did you see it in Dec. 31st "BULLETIN"?

Four prizes for the four best designs advertising **League Tires**. Closes January 31st. Write for particulars.

NEW YORK BELTING AND PACKING CO. (Ltd.)
25 Park Place, New York.

they were compelled to trade it and more money for a newer and better one. It is reasonable to presume the work of improvement will continue indefinitely, yet the time must come soon when bicycles will be used until they are worn out, rather than forced out by improvements and changes in style. When that time arrives the annual individual outlay for a bicycle will not be so great, but the number of cycles in use will be very much greater than now. The "rising generation" will learn to ride with the same certainty it will learn to walk. The matter of cost and maintenance of wheels will not be so great but what most every one can afford them. A good wheel with good care will last a long while.

If the wheel administers to mind and body as profitably and pleasantly as its thousands of friends insist, it is a joy to think it is a blessing within the reach of all, and that the only invention that can now supplant this gracious gift to mankind must be something better.

EVERYBODY in Cuba is so busy raising Cain that the usual cane crop will be short in consequence.

A Pennsylvania Division member, when asked by a stranger for the meaning of the letters, "L.A.W.," answered that, among other things, they signify "Learning And Wisdom." We have not the heart to deny the assertion.

"EVOLUTION OF THE CYCLE."

The series of papers now appearing under the above caption in this magazine are prepared by Luther H. Porter, associate editor of the L. A. W. BULLETIN.

The bicycle isn't so very old, but it has a past that is of more than ordinary interest. That this is the impression prevailing among those in control of presses and types is proved by the fact that "The History of the Bicycle" is utilized to fill up more space in newspapers, magazines, pamphlets, catalogues, etc., than any other half-a-dozen topics. We may expect, ere long, to see the subject, briefly treated, printed on the back of wedding invitations or run as a foot-note to funeral notices.

We trust we are not violating any clause in the code of editorial ethics when we say that all of these "histories" are not absolutely correct. They are, as a rule, hastily prepared with a pair of shears and a paste pot, by the office boy or janitor, and are padded out or cut down to fit the "space" the matter is expected to fill.

Quite a number of years ago, Mr. Porter published a book giving a history of the cycle as it was known up to that date. The cuts and subject-matter appearing in this same book have, in a more or less garbled and distorted form, served as the basis for many of the articles that have since appeared in the magazines and newspapers of the land, very fre-

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



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.

BICYCLE SADDLE EXCHANGE, 26 WEST BROADWAY, NEW YORK.
All Makes Sold on 10 Days' Trial.
Largest saddle assortment in U. S. Write for list. Unsatisfactory saddles in good condition taken in exchange.



GOOD-BYE TO THE BICYCLE AGENT.
Napoleon and Josephine Bicycles elegant, up-to-date 1898 models. None better. Sold by manufacturer direct to rider at wholesale prices. Do not pay agent's profit. Sent on approval. For catalogue, write **JENKINS CYCLE CO., 18 Custom House Place, Chicago.**

HAVE YOU FAITH....

PRICE, \$5.00

in what your doctor says? Ask him if you should ride the **CHRISTY SADDLE.**

NEW YORK
PHILADELPHIA

A. G. SPALDING & BROS.

CHICAGO
WASHINGTON

Your address is wanted by *The Trinity* People for a Catalogue which will tell you all about **A GENUINE BICYCLE.**
If you are a good agent in unoccupied territory, write—we'll treat you white.
TRINITY CYCLE MFG. CO.
Keene, N. H.

quently with other persons' names attached. The series of articles now appearing in the **L. A. W. BULLETIN** are prepared at the expense of much time and careful research. They are the best that any paper has ever published, and they represent the most painstaking effort that has yet been made to collect from all the widely separated sources the many bits of information,—often conflicting in their statements,—and, by careful comparisons and investigation, arriving at nearest true conclusions possible to obtain. Literary pilferers and paddlers should file them away for future use. And the general reader may find them original, entertaining and instructive.

THE LARGEST CALENDAR.

The number of orders for the **L. A. W. Calendar**, which was illustrated on page 9 of our January 7th issue, have exceeded our expectations. Fortunately, however, we have provided a small car-load of them, and shall expect to fill all orders received.

It is the greatest calendar ever gotten out,—38 x 24 inches, printed in four colors, and can be read easily at a distance of two hundred feet.

The price to **L. A. W. members** is 25 cents, post-paid. Kindly address "Calendar Editor."

THE CELEBRATED SOHMER

HEADS THE LIST OF THE HIGHEST-GRADE PIANOS
CAUTION.—The buying public will please not confound the **SOHMER** Piano with one of a similar-sounding name of a cheap grade. Our name spells: **S-O-H-M-E-R** New York Warerooms 149-155 E. 14th St. Will remove to **New SOHMER BUILDING, 170 5th Ave. cor 22d St. about February**



TIRES THAT WILL NOT PUNCTURE.

"The Straus Protected Tire."

Send for Catalogue.

More resilient than any other.

STRAUS TIRE CO., 127 Duane Street, New York City.

For Sale. One of the best retail bicycle establishments in Washington, D. C., doing a good business. Good reasons for selling. Address **R. H. CARR, Jr., Secretary-Treasurer Maryland Division, L. A. W., 607 Law Building, Baltimore, Md.**

500 SECOND-HAND BICYCLES, ALL MAKES, \$5 to \$15. New high grade '96 models, fully guaranteed, \$17 to \$25. **Special Clearing Sale.** Shipped anywhere on approval. **Earn a bicycle** by helping advertise us. Easy work, sure reward. *Write alone for our Special Offer, or send 5c. postage for complete snappy catalog ever is ue1.* **PHILA. MDSE. CO., Phila., Pa.**



THE TUNISON-SHANNON COMPANY

(INCORPORATED)
Tandems, Bicycles, Juveniles, Tyres, Component Parts and Fittings. Sole Agents for the **"REGAL."**

123 Liberty Street New York.



Are Your Spokes Rusty? Put **ALUMINUM LACQUER** on them. Jobbers, put it on your list. A postal brings circular and coin holder; 35 cents brings brush and bottle, enough for one machine. **The Colophite Mfg. Co., 440 Elm St, New Haven, Ct.**

GOING ABROAD } ON A BICYCLE TRIP?

Send for small book, "Bicycling Notes for Tourists Abroad," 10 cents in stamps. The fine new steamers of the **Leyland Line** sail every Wednesday, **Boston to Liverpool.** Winter rates: first cabin \$45 and up. **Bertins** should be reserved early, both from this side and from England.
F. O. HOUGHTON & CO., 115 State St., Boston.

ELECT BY POPULAR VOTE.

BY CHIEF CONSUL COOKE, OF RHODE ISLAND.

A few words as to my proposed amendment to Article VI., Section 1 (a), of the Constitution:

It is thought to be a simple matter of justice to the membership-at-large that the executive officers of the League, the President and Vice-Presidents, shall be chosen by a vote of that membership, leaving the election of the clerical officers, the Treasurer and Secretary, to the National Assembly. We should follow, in this event, the excellent precedent of United States National elections. More is accomplished, however, in that it must necessarily do away with the present "campaigns" and unavoidable "deals" that use up, both unprofitably and unpleasantly, so much valuable time of the Assembly, which ought to devote its attention wholly to legislation and beneficial work. The extension of the Executive Board's tenure of office to two years will give better results, it is believed.

The proposed amendment to Article X., of the By-Laws, is required to carry into effect this proposed Constitutional amendment; but it may be considered as an outline of the course to pursue and is subject to modification before adoption. Some

The Defender, - Smooth Tread



The Defender Special, - Corrugated Tread.

The Defender seldom needs a mender;
If you want to go, insist on a Kokomo.

Manufactured by...

THE KOKOMO RUBBER CO.
Kokomo, Ind.

**THE MYERS
BICYCLE
STAND**

Recommended
by phys-
icians
for
indoor
exer-
cise.

**AND HOME
TRAINER**

The best device for holding wheel when not in use, when cleaning and for showing off in salesroom. Trainer attachment enables you to keep at all times in racing trim. Simple, strong, convenient, compact - fits any wheel. Price, Complete, \$2.50. Write for dealers' quantity discounts.

F. E. MYERS & BRO., Ashland Ohio.
ASHLAND PUMP & HAY TOOL WORKS,

further detail may be suggested whereby we may be assured of the nomination of competent men, and further safeguards may be required for the proper counting and return of the votes.

The expense of an election in this manner need be little more than the cost of printing the names of the nominees. It is provided that the election shall be coincident with the Division election and counted at the same time and in the same manner. The restriction to the Australian system of voting may change the method of election in some divisions; but this would be a needed change. The whole additional expense can scarcely equal that of the present method, considering the useful time lost thereby at the cost of the various divisions.

AWFULLY KIND.

The following letter is clear, explicit, and one of the sort that we appreciate:

"I do not not like the expression, 'That is one thing we like about us,' and would presume to suggest that you employ 'ourselves' instead of 'us.' This appears on the last page, last item, of BULLETIN Jan. 7th, and signed by you.

"Respy,

Such instances as this remind us forcibly of the remark of Theodore Parker, that "In this country every one gets a mouthful of learning, but scarcely any one a full meal."

Good roads require a wider tire.

NORTHAMPTON BICYCLES

FOR 1898.

Models A.-B., \$65. Models C.-D., \$50.
Florence, No. 50-60, \$40.

An elegant line for the retail dealer. Fitted with New Departure rear hub brakes. Every bearing made from tool steel; every connection a drop forging. Agents Wanted in Unoccupied Territory.

NORTHAMPTON CYCLE CO.
Northampton, Mass.

"THE SLICKEST WHEEL THAT WHIRLS."

REID & HUGHES, Waterbury, Conn., Agents for Connecticut.
A. R. JUSTICE & Co., 718 Chestnut St., Philadelphia, Pa., Agents
for Pennsylvania, New Jersey and Delaware.
L. E. WARNER, Northampton, Mass., Agent for Western Mass.
NEW YORK EXPORT AND IMPORT CO., 56 Pine St., Sole Exporters.



THE "BRAGGER" LAMP is Guaranteed
not to jar out.

HITCHCOCK LAMP CO.

For sale by all dealers.
Catalogue for the asking.

Watertown, N. Y.

How to Buy a Bicycle.

"BUYER'S GUIDE."

We have issued, for the benefit of purchasers of bicycles, a booklet giving inside information of how to get full value for your money.

Thousands have wasted their money on the strength of representations of some dealer who was looking for big profits.

Don't be misled when you can be well informed, and get that information for two two-cent stamps. Spend four cents and save one-third the cost of a high grade bicycle.

THE EAGLE BICYCLE MFG. CO.
Torrington, Conn.

THE PROPOSED JUNIOR MEMBERSHIP.

Why restrict eligible juniors to members of a League member's family?

Why deny them their privileges unless accompanied by a regular member?

Would it not be better to enroll all of the specified age whose characters are such that they can readily secure the endorsement of regular League members?

The payment of their dues should entitle them to enjoy their privileges at all times.

It should be specified that they may receive the BULLETIN, road books, etc., at the same price as when sold to regular members.

As the amendment now reads we shall shut out thousands of lads and lassies whose parents never rode a wheel, and probably never will. If these children became members might we not reasonably expect that the parents would thereby become more friendly to our cause?

We want the Juniors with us, but we ought not to tie a hawser to everything we have to offer them.

OSWEGO, N. Y.

J. G. LINSLEY.

The latest thing in tires is a secret substance that is claimed to have the resilience of air, and which will render punctures harmless.

The first sextuplet ever made in Germany has just been completed.

"AUNT 'MANDY."

JOE LINCOLN.



OUR Aunt 'Mandy thinks 'at boys
Never oughter make a noise,
Or go swimmin' or play ball,
Or have any fun at all;
Thinks a boy 'ud oughter be
Dressed up all the time, an'
she
Hollers jest as if she's hurt
At the *littlest mite* er dirt
On a feller's hands or face,
Or his clothes, or any place.

Then at dinner time she's
there,
Sayin', "Must n't kick the chair!"
Or "Why *don't* yer sit up
straight?"

"Tain't perlite to drum yer plate."

An' yer got to eat as *slow*,
'Cause she's dingin' at yer so.
Then, when Chris'mus comes, she brings
Nothin' only *useful* things:
Han'kerchi'fs an' gloves an' ties,
Sunday stuff yer jest *despise*.

She's a ole maid, all alone,
'Thout no children of her own,
An' I s'pose 'at makes her fuss
Round our house a-bossin' us.
If she'd had a boy, I bet,
'Tween her bossin' an' her fret
She'd a-killed him, jest about;
So God made her do 'thout,
Fer he knew *no* boy could stay
'Ith Aunt 'Mandy *every* day.

LEAGUE CLUBS AND FAKE CLUBS.

What shall the League do with its wayward child,
— the League Club?

Various expedients are to be tried at the National
Assembly.

One member proposes to abolish the fee charged
the League Club; another proposes to curtail its
privileges.

Let us see what these privileges are.

From a monetary point of view, a League Club
gets a free sanction to hold a race. For this others
must pay \$5.00. Take away the fee charged League
Clubs and you will see them springing up all around
and every one will have a petition for a sanction in
its fist.

Many of the Divisions give a discount to all mem-
bers who join the L. A. W. from League Clubs;
take away the fee and every applicant will come
from a League Club.

They had a hot election in Massachusetts last
Fall. The Independents won by a large majority.
Then the defeated ones tried to rob them of their
victory by forming League Clubs. Each League
Club is entitled to a Representative in the Board
of Officers. It was another fight. The Independ-
ents followed up their adversaries and put club for
club on the list. The defeated party got twenty-
one clubs on to the list; the victorious party put
in nineteen. If there had been no fee there would
have been two hundred fake clubs entered. This

method of overthrowing the will of the majority has
been tried before. It should be stopped.

Mr. Fourdrinier proposes to provide that a club
shall be a year old. This will let in the forty fake
clubs of Massachusetts (especially if the fee is taken
off), and it will shut out many worthy clubs that
may be legitimately formed during the season of
1898.

The proposition that clubs shall have the right to
propose its Representatives, and that these shall be
accepted by the Board of Officers, seems to be wor-
thy of consideration.

The Board of Officers is elected by the people.
Each member represents two hundred people. Why
should his vote be nullified by a man who represents
but twenty people? The two hundred can send
ten Representatives if properly organized into ten
League Clubs, and they can form the clubs with-
out payment of fee if the proposed amendment is
adopted.

The Board of Officers, as the mouthpiece of the
people, should certainly pass judgment upon the ad-
mission of a member clothed with such extraordinary
powers.

It is a question that should receive the best thought
of our Representatives at St. Louis.

A MASSACHUSETTS MEMBER.

A Passing Thought.

BY R. BROTHERS

Don't scowl at the *man* who takes all the road,
Seated high on a laden cart,
But think of the *horse* that's pulling the load,
And turn out with all your heart.



CYCLERS' SNAP SHOTS. — "READY FOR A JOB."

Photo by Wm. P. Uhler, New York.

Less politicians who must yelp,
And worse than waste the precious hours,
And more true statesmen, might now help
This old bald-eagled land of ours.

THE MAGIC CARD.

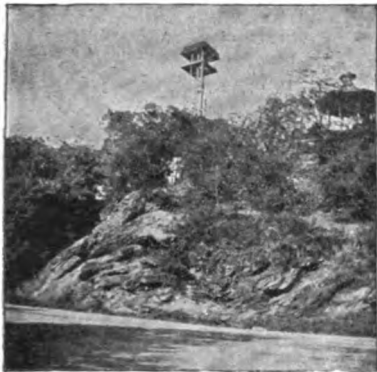
And yet, after all, the best play of the whole lot is not, necessarily, the one introducing the greatest number of bloodhounds, or swinging bridges, or fire-engines or skirt-dancers, but the one wherein, just at every critical moment, a beautiful fairy waves a wand or kisses a magic ring or does something of that kind and, "Presto, change!" the villains and demons of the play are overcome quicker than you can say "Jack Robinson," and the good, kind, handsome people of the cast have everything just as nice as though they had planned it all out themselves.

Heretofore some very practical persons have objected to "fairy plays," on the ground that they are not sufficiently realistic and, hence, teach none of the true lessons of life. Their argument has been that the possession of magic wands, charmed rings, etc., is purely an imaginary trick on the part of the author of the play and that no such things are to be found outside of story-books.

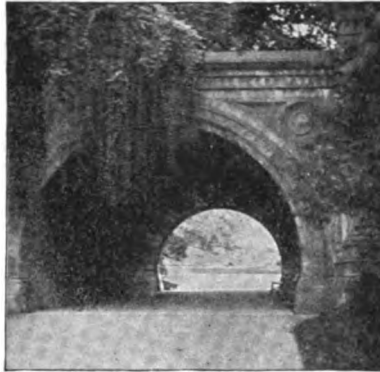
to have the last word with a woman, he goes proudly down the street with fifteen dollars in his inside pocket.

It's the same way everywhere. Customs officers, hotel men, railroad employees (sometimes), bicycle repairers, — everybody, in fact, — are more or less under the charm of the magic card. And its potent influence in matters of business is no greater than it is in a social way.

A League member moves into a new town. Everybody looks on him with suspicion. The grocer, the baker, the butcher, all want their money in advance. The neighbors won't let their children play with his children. But the League member suddenly remembers that he has not yet invoked the aid of his League ticket. He displays the magic card, and what then? The neighbors hurry to his door with mince pies, doughnuts and other culinary bric-a-brac. The butcher sends him seven pounds of liver when he orders but one. All the children on the street are sent to play in his yard. Oh, it's great!



EAST SIDE DRIVE, FAIRMOUNT PARK.
Photo. by J. Frank Epler, Philadelphia.



PROSPECT PARK, BROOKLYN.
Photo. by Wm. B. Perkins.



"GOING TO MEET PAPA."
Photo. by C. W. Hulse, New Haven, Conn.

Well, there may have been a time when such was true, but the coming of the bicycle has changed all of that. Indirectly, it has been the means of making the fairy wand or magic ring a sure-enough reality, only, in this case, it is a piece of paste-board, commonly known as a League ticket that does the work.

A League member is thousands of miles from home and friends. He is yearning for food and rest. He is short of funds. He has a bank-check or a money-order he would like to have cashed. But the villain in the bank or money-order office, who has the unidentified League member in his power, or who thinks he has, says in a low, gurgling hiss, "not on your life!" or something to that effect.

And does the League member sink down in utter despair? We should say not. He does n't have to. He knows he's loaded. He simply slips his right hand into his left-hand vest pocket, or his left hand into his right-hand vest pocket, and brings forth the magic card, and says, "Open, Sesame!" "Nix Com-rouse!" or "Eenie, Meenie, Minee, Mo," and in less time than it would require for a stuttering man

A League member goes over to England, and while there concludes he will favor Victoria with a social call. He raps at her door, and, when the hired girl or the hired man opens the same, the League member simply says, "Tell the Queen that a member of the L. A. W. awaits her pleasure." And the haste with which the Queen, who has been nearly bored to death refusing calls from dukes and czars and things like that, flies about putting on a nice new apron she received as a Christmas present, and brushes back her hair and says, "Show the gentleman right in," would do you good to see.

And one of the nicest things about this magic card is that it is not the exclusive property of some one prince or fairy. Anyone can possess it for only a dollar a year, which includes a subscription to the L. A. W. BULLETIN. It's a good thing.

It is said that nearly 70,000 miles of railway are now carrying bicycles without charge.

MAYBE it's the dark European war cloud that enables the kings and queens to keep on reigning.



I am once more at the head of the Fowler Company, and now make a solemn vow that it shall again stand in the very front rank. I shall fit the same old successful policy to the newer conditions until "The Fowler," already favorably known in every civilized country on the face of the terrestrial globe, shall again be The Fowler of my ambitious pride, standing, **as it will stand**, beyond the reach of all competitors.

I hew to the line, and I don't care where the chips fall nor who gets hit. A wheel-maker can't please his agents and his competitors at the same time. **My competitors don't like me.** See?

I make that bold, bare statement, and I'm standing right behind it.

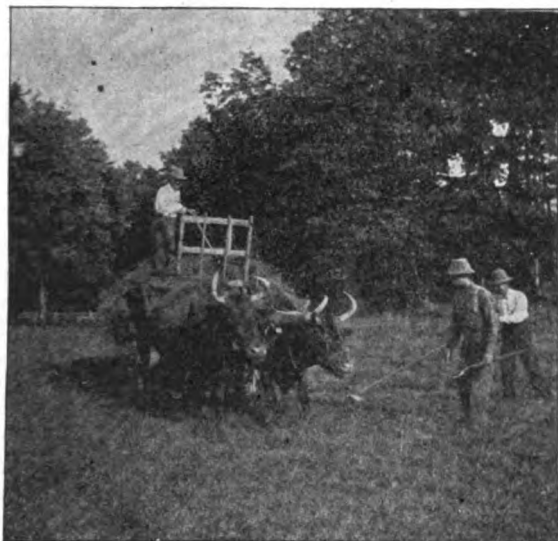
Read this the next time you see it.
WILL YOU?

If you are interested in the possibilities of a chainless cycle—or its impossibilities—read what we shall say on this subject **next week**. Will a \$60.00 chainless go? Write us your opinion at once.

A DAY-DREAM.*

NIXON WATERMAN.

CHAINED to a desk, a slave, I dream
 Of the good old days of yore,
 And I see the boundless glow and gleam
 Of the broad, blue skies, once more.
 And the rare perfume of the clover bloom
 And the scent of the new-mown hay
 Seem faintly caught in the sweet dream brought
 From the years of the far-away.



The roar of the busy, babbling town
 Which long my soul has heard,
 For just one fleeting breath I drown
 In the song of brook and bird.
 My ledgers fade to glen and glade,
 And fields of corn and rye,
 As I catch the joy of a careless boy
 From a dream of the years gone by.

I shall sometime flee from my prison cell
 And its narrow walls of gloom;
 I shall quit the noisy town and dwell
 Where the sweet wild-roses bloom.
 And I'll trade my care for the meadows fair
 And the drowsy croon of bee,
 While I hold as mine the bliss divine
 A dream has brought to me.

* Photograph by R. H. Sharrett, Paterson, N. J.

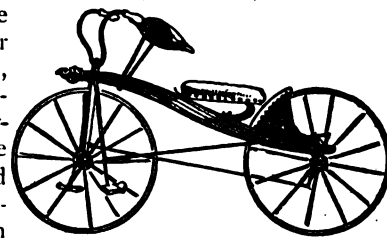
EVOLUTION OF THE CYCLE.**V. First Practical Machines.**

1835-1846.

For a long time it was supposed that the period of forty-five years following the dandy-horse fad of 1819-21 had been entirely barren of any cycle inventions; but, by degrees, various facts of interest were brought to light, and some exceedingly original and important machines were discovered. Though these did not become widely known, and had but limited local use, they were the first to lift the rider's feet from the ground, and they embodied the fundamental principles of the modern safety, so that they were nearly half a century in advance of their time.

There have been certain indefinite rumors and unconfirmed reports that some earlier machines had been fitted with cranks, and had been propelled without placing the rider's feet upon the ground; but, as yet, nothing has been found to substantiate these stories, and the probabilities are much against them. It does not appear that, until after 1835, anyone realized that a two-wheeled machine could be made to maintain an upright position unless a third point of support was provided in the shape of one foot of the rider. The steering qualities of machines had been introduced and used merely to give them direction, and not to balance them, and, though riders are said to have lifted their feet from the ground in descending hills, and at such times must have maintained their equilibrium by means of the steering properties of their machines, it evidently did not occur to anyone that such was the fact, and that, consequently, a driving gear could be applied to the wheels, the machine propelled by the feet, and its equilibrium maintained by means of the steering. Cranks seem to have been applied to the front wheels of tricycles about 1820; so that, had it occurred to anyone that a machine with only two points of support could be maintained in an upright position, they would certainly have been tried on two-wheeled machines.

About 1835, Kirkpatrick Macmillan, an ingenious blacksmith of Dumfriesshire, Scotland, made a tricycle, to which he applied a lever driving gear; but, finding the machine too laborious to propel, he built a 2-wheeled hobby-horse, improved in design and construction



MACMILLAN'S MACHINE—1838.

over those of earlier date. It is not quite clear whether he immediately adapted his driving gear to this machine or whether he first propelled it by thrusting with his feet on the ground, according to the original method, but the latter appears to have been the case. He seems to have then noticed that the steering qualities of his machine balanced it, and then to have set to work to apply his driving gear to it. This he succeeded in accomplishing about 1838, by fitting cranks to the rear axle and joining them, by connecting rods, to swinging pedals hung from near the head. The frame and wheels were of wood, the front forks sloped almost as in the modern safety, and handles were carried above in a somewhat similar way.

Macmillan made several of these machines and did considerable riding on them. He attracted much attention wherever he rode, and had some amusing experiences. It is said that he was once stopped by the police, in Edinburgh, for riding on a foot-path; but, on doing some fancy riding, they were so amused that he was allowed to go. On another occasion, in the same city, he ran into a woman, and was arrested and fined,—the justice

believing that he must be "Sawtan," and remarking that "its no possible for flesh and bluid tae sit on the tap o' a wheel without coupin." In 1842 he rode to Glasgow, doing forty miles in a day, and, while riding on the sidewalk, knocked down a little girl, for which he was arrested and fined five shillings. He could ride ten miles in the hour, and for short distances as much as fourteen, and was able to outride the stage coach, much to the disgust of driver and passengers. He was known to carry a little girl on his shoulder, steering with one hand, and to coast down hill standing on the saddle.

To Macmillan belongs the honor of constructing the first practical machine, built on almost the lines, and embodying the fundamental principles, of the modern safety. He first lifted the rider's feet



MC CALL'S MACHINE — 1845.

from the ground, which was in itself an enormous stride forward. He used wheels of a practical size and applied a workable driving gear to them, and he adopted sloping front forks, which, nearly fifty years later, Starley supposed were impracticable when he designed his original Rover. But he was known only locally, and in ten years he and his imitators were practically forgotten. Had their machines become widely known, cycling history might have begun half a century earlier than it did; the "ordinary" never have been developed, and the long series of experiments, from the velocipede of 1865 to the safety of 1885, have never taken place.

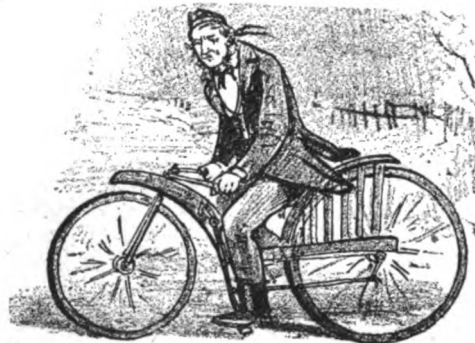
The Baron von Drais seems to have made the first machine that could be steered; Kirkpatrick Macmillan the first one that lifted the rider from the ground and was driven by gearing. The latter showed many improvements in design and detail, and is the prototype of the modern safety.

About 1843 several imitations of Macmillan's machines were made in the engineering works of George McCartney, Cumnock, and were quite popular for a time. Two years later Thomas McCall, of Kilmarnock, met Macmillan, saw and examined his machine, and seems to have had conversation with him. Very soon after, McCall produced a machine which was a close copy of Macmillan's. He used it for a number of years, built a number of them, advertised it in England, and a picture of it was printed in some publication but, in spite of its merits and all his efforts, it did not become generally known. The breast-board, shown in cut, he afterwards discarded.

In 1845, also, Gavin Dalzell, of Leshmahagow, saw it, and set about making a similar one, completing it the following year. It was very similar to its predecessors; had the same driving gear; a slightly different shaped frame; a wooden mud guard to rear wheel; handles quite closely resembling in shape those of today, while Macmillan's had been more like those of the Curricule. Dalzell did some good riding on his machine, much as Macmillan and McCall had done on theirs. It was

known locally as the "wooden horse," and is still in existence in a fairly well-preserved state.

These three remarkable machines faded from sight as completely as if they had never been, and



DALZELL'S MACHINE — 1846.

when, years later, the feet were again lifted from the ground it was on a machine of the old hobby-horse type, without the improvements in design that had been introduced by Macmillan and Dalzell, and so soon forgotten.

HANDY FOR CHAINLESS WHEELS.

The gear of any bicycle is equal to the number of revolutions of the rear wheel, divided by the number of revolutions made by the crank in the same time, the result multiplied by the diameter of the wheel in inches, says Prof. R. C. Carpenter.

This rule is particularly useful for chainless machines. To apply it, reverse the bicycle, so that it stands on its saddle and handle-bars. Mark a point plainly on the rear wheel, and notice the exact position of the crank. Then revolve the crank until it and the mark on rear wheel come around, *at the same time*, to just the positions in which they both started as, for instance, in nine turns of crank and twenty-three of rear wheel. Divide twenty-three by nine and multiply by twenty-eight and the gear is obtained, viz.: 71 5-9.

This is the way that roads are laid out in this country, according to a California paper: Residents petition for a road. The road overseer of the district drives to the scene, "views" the route proposed, and what was once a deer track, and later a cow-path, is cleared of brush and widened, and becomes a "road."

EVE was pleased, no doubt, with her fig-leaf dress, for it was one of her own picking.

As a rule there is nothing so lonesome as the good little boy whose parents will not permit him to play with bad little boys.

"It is time for church," says the town below
When the old church bell has tolled them so.

IF THE manner in which you have lived this day is a measure of your whole future years, will life be an ultimate success?

THE SONG OF THE SEA.

JOE LINCOLN.



H, the song of the Sea,
The wonderful song of the Sea!
Like the far-off hum of a throbbing
drum

It steals through the night to me;
And my fancy wanders free
To a little seaport town,

And a spot I knew, where the roses grew,
By a cottage small and brown,
And a child strayed up and down
O'er hillock and beach and lee,
And crept at dark to his bed, to hark
To the wonderful song of the Sea.

Oh, the song of the Sea,
The mystical song of the Sea!
What strains of joy to a dreaming boy
That music was wont to be!
And the night-wind through the tree
Was a perfumed breath that told

Of the spicy gales that filled the sails
Where the tropic billows rolled,
And the rovers hid their gold
By the lone palm on the key,—
But the whispering wave their secret gave
In the mystical song of the Sea.

Oh, the song of the sea,
The beautiful song of the Sea!
The mighty note from the ocean's throat,
The laugh of the wind in glee!
And swift as the ripples flee
With the surges down the shore,
It bears me back, o'er life's long track,
To home and its love once more;
I stand at the open door,
Dear mother, again with thee,
And hear afar on the booming bar
The beautiful song of the Sea.

THAT SIDE-PATH TAX.

There are two sides to almost every question, our side and the wrong side. This appears to be about the status of things regarding the construction of side-paths and the means for securing funds for building the same. The *Cycling Review*, of Milwaukee, says:

At the present time when many of the sages of the L.A.W. are agitating the construction of cycle paths, the Wisconsin Division of the C. R. C. steps out flat-footed in opposition to the movement. It is the opinion of the members of this division that side-paths are a detriment to the improvement of public highways, and at a recent meeting unanimously adopted a resolution in which they place themselves on record as opposed to cycle paths.

At a late meeting of the New York State Board, L. A. W., a resolution was passed condemning the introduction into the Legislature of a bill "imposing a tax on each bicycle used in the State, the proceeds to be used for the construction of side-paths."

Frank Van Doorn, of Rochester, N. Y., wants a law passed making bicycle paths toll paths, where desired, the proceeds to be used in building and maintaining paths. He says:

The law I approve does not tax the wheel; it taxes the rider, and not him unless he uses the improved side-paths—that is, makes him pay toll, which must be used for further improvement on the same line. This certainly can be no hardship and no injustice to any one. It is thought that

some are opposed to such a law because they think that the promotion of side-paths interferes with progress in good roads. This seems to me a mistake; in fact, the reverse is true, that is, that good side-paths *help* to have good roads. More than this, I think side-paths for cycles will be a *permanent necessity* in the country, even as sidewalks are in towns and cities, for in the country it is rarely good wheeling for more space than is needed for teams to pass one another, often not that. Good roads and good side-paths for cycles and pedestrians, this is our demand—they are coming.

The sentiment of a goodly number of communications, the writers of which are opposed to any form of special taxation, is expressed in the following note from Louis N. Kenton, Philadelphia, who says:

If our organization means anything, it means mutual protection from taxation, no matter if but one penny, and no matter what form it may take—taxes, toll, R. R. charges and what not. We must present an unalterable determination to resist and an unbroken front. *No compromise.*

And there you are. If you don't see what you want, ask for it.

SERVED HIM RIGHT.

A Scotch scorchier, thinking to have some sport at the expense of two women he saw walking a little distance apart, not far ahead, endeavored to ride rapidly between them, and give them a good fright. It was about dusk, and he could not see that they carried a small trunk between them. Imagine, then, his discomfiture on striking the trunk and "coming a cropper" at their feet instead of sweeping by to their consternation.



CYCLERS' SNAP SHOTS. — A PLEASING HIGHWAY.

Photo by W. Kleist, New York.

THE skeleton in the closet would not bother people very much if they only had sense enough to keep their eyes away from the keyhole.

Twin rear forks will be used on some English machines this season in order to secure additional strength in the rear frame.

In most all summer boarding houses,
Such as we've been in,
We've found mosquitoes were too thick
And mattresses too thin.

Tourists and racing men coming to this country are obliged to pay duty on their wheels. In many foreign countries they are not compelled to make any payment.



THE BEAUTY OF WORKING ROAD TAXES.

At the Farmers' Institute which recently met in Marshalltown, Ia., a paper was read by J. H. Jayne, on Good Roads. Touching on the results of working out road taxes, he said:

"I believe the most important funds in the county are the school and road funds, because the schools and roads are the most extensive and cost the most money. But what a vast difference in the management of these two affairs.

"Your schools are second to none in the country, while your roads are below the average. Suppose you levied a three-mill school fund in every township, one mill to be paid in cash and two mills to be worked out, and you compelled every taxpayer in the district to teach the school in his turn until his school tax was worked out, and supply no other teachers. After a lapse of fifteen years you find your schoolhouses delapidated, plastering off, stoves down, seats and windows broken, etc. Do you think your schools would be up to the standard and your children properly educated? Your roads are in a like condition today, being worked by men who do not follow it as a business, and furthermore have no time outside of other duties to attend to it.

"Now, the principal point I wish to bring before you is money for road purposes. I do not mean by this that we need more money, that the county should be bonded, or a heavy county road-fund levy made, but that the money now raised every year for road purposes should be raised and handled differently. The bulk of that money can be derived from that mirror, as it were,—that shadow which skips here and there over the county roads every Summer and cuts off the grass and makes the roads look level and smooth (in places)—the district road supervisor and his grader.

"Now, do you think it pays for John Smith to be a road supervisor this year and grade up the road—fill up the hollows and round them up nicely in the centre,—and next year put in William Jones, and allow him to plow the roads clear across for miles and harrow them down flat, and the next year put in another man who will round them up again; one undoing the other's work year after year?

"Do you think it pays for the road supervisor in No. 1 to go over in No. 4 and spend a day drag-

ging a grader over to his district? Do you think it pays to have him put on John Smith's team today, Bill Brown's team tomorrow, Tom Clark's team the next day, and have them go gehawing here and there, and make your road look like a worm fence when finished? Who is to blame? The horses? No; they were never on a grader before, and are not accustomed to climbing up banks and going down into ditches. The drivers to blame? No; they did the best they could with a green horse. The supervisor to blame? No; he held the blade where the machine was driven. Where, then, is the blame? It is in your *system*.

"Do you think it pays to compel the poor road supervisor to try to fill up a hole, or round up a road, or cut down a hill with a slip scraper when he could carry it almost in a dishpan? Do you think it pays him to work without tools? Does it pay him to buy six or eight pieces of tile, and pay four prices for them, when Marshall county could buy a carload at the lowest rates and give him the benefit? Does it pay for him to buy lumber for culverts under the same circumstances? Who is to blame? The road supervisor? No; it is your *system*. . . . I regard this road system as a huge cancer, continually eating, and the money you have applied, as prescribed by some physician, and according to directions, has apparently been of very little benefit to the patient."

FOR UNEQUAL AXLES AND WIDE TIRES.

A New Yorker says that roads are principally made bad and cut up by wagons rutting the tracks, and this rutting is the result of wagons being made to a uniform gauge and running in the same track. Provide that, after a date to be fixed, no wagon carrying over one thousand pounds of freight shall be used unless one axle shall be at least six inches longer than the other, and the tread not less than three inches. The use of such wagons will compel the removal of rocks or other obstructions from the road track, and will roll down, keep smooth, and level the track and be the most effective agency for good roads that can be devised.

KEEP THE MUD OFF.

They are making an effort to keep mud off the new macadam roads in Pennsylvania by paving for fifty feet or more each side road or lane that joins the stone roads. Mud soon rolls off wagon wheels when they strike a hard surface, and the intention is to have wagons get rid of it before the main roads are reached.

In a south Jersey town all the freight wagons were changed to wide tires over a year ago, and since that time their roads have kept in much better condition.

If water stands on a road it soon ruins it; ruts collect and retain water; the narrow tire is the Father of Ruts.

HOW TO BUILD GOOD MACADAM ROADS.

BY NO. 119,026.

I have found out that what all wheelmen and town and county engineers lack and need is enlightenment as to what the underlying principle of macadamized roads is. . . . I believe it lies in the cementing and recementing power of a hard stone containing little alumina, but a high percentage of silex, and from twenty to thirty per cent. of carbonate of lime, in which latter ingredient lies the cementing agent, it, therefore, being the indispensable feature of good macadamized roads. A good deal of trap rock does not contain a bit of it, but will grind up into dust and mud, in which no recementing quality resides, and is therefore blown away as dust, or washed and hoed away as mud, so that in a year or two the entire top disappears, and the road becomes a rough apology for a macadamized road. . . .

If the carbonate of lime were present in the right proportions, and combinations, we would have roads which would last, and retain a good surface for years, requiring but little repairs; but all good things are scarce, and so we find that in order to obtain such stone it is apt to be necessary to transport it some distance, and that is urged as an argument against it. But why build an excellent, expensive, telford foundation of ready material, and then carp at the expense of hauling the necessary material for the metal and top dressing without which the rest of the expense is rendered so fruitless?

The practice of attempting to effect a "binding" of the metal parts, or small stone, by putting in clay, loam or sand, is based upon the grossest ignorance, as it fails even under incessant rolling with the heaviest steam-roller to "bind" longer than the first rain storm, or first flooding from a lazy sprinkler coming along to develop its sponge power, but it actually hastens the process of removing the screenings and the dust caused by the grinding action of wheels and hoofs. "Binding" is absolutely prevented by it. . . .

It seems to me that the true mission of the League, and the BULLETIN as its exponent, is to spread broadcast this knowledge; because, unless this is done, our cheap political road engineers will continue to cover our country with the wretched substitutes for macadamized roads which are so abundant. . . . Our entire county, of Essex, N. J., does not now contain a single well-built road, and the citizens have lavished money on them in every direction, but all are made under specifications drawn by men unfitted for the work.

OBJECTIONS TO STEEL TRACKWAYS.

Referring to the steel trackway proposed to be laid for regular traffic, *Brick* says, "this form of track is anything but a new idea. It is nothing else but the old, longitudinal railway 'sleeper,' and like this it has to be tied at intervals to prevent spreading. The very first railroads that were built did not have 'ties' as used today, but the rails were

fastened onto 'sleepers' running in the direction of the rails, that is, longitudinal sleepers. These sleepers were laid on, and secured to, stone posts sunk in the ground. Afterward iron longitudinal sleepers of exactly similar design to those now proposed, were tried, and fifteen or twenty years ago we traveled over many miles of these on Belgian railroads. This track has not come into general use.

"Iron plates, twelve inches in width, were laid on several miles of streets in London, England, more than fifty years ago. The object of this was to reduce the traction for very heavy traffic between the docks. The iron plates were found to be objectionable, and had to be removed, and granite slabs were substituted, but the tracks, generally, have not met with much favor, and the application of them was not extended. We think that a road of vitrified brick would be in every way better, and much more profitable in the end. After ten years of use the brick roadway should be as good as ever, and much more valuable than two streaks of rust."

NEW ROADS AROUND PITTSBURG.

A reporter for a Pittsburg paper, going out to inspect the new macadam roads being laid near that city, says that the Washington pike trip was almost abandoned, owing to the frightful condition of the road leading down from Beltzhoover avenue to the outskirts of West Liberty. "There is probably not a worse piece of road in western Pennsylvania than this stretch of a mile, almost inside the city limits. People ran out of their houses to see the foolish persons who dared to try to drive down the road." In contrast to this, "when the return trip began and the little horse reached the good road, he began to stretch out for home at a speed which chased the farmers' ducks under the barn. In the depth of Winter, over what was last year one of the muddiest spots on earth, he last night dashed homeward, pulling up at the end of the three miles in a few seconds over twelve minutes. So much for good roads."

COMPARE CONDITIONS CAREFULLY.

Misrepresentation makes mischief. Care should be exercised in making comparisons. Statements have been made that some States are paying \$2,000 a mile for good roads, while other States pay \$10,000 for about the same thing. As a matter of fact, the roads are very unlike, and differently built. First-class, permanent stone roads, well drained and properly graded, are likely to cost very much nearer the latter figure than the former.

Brooklyn claims to have done more during 1897 in the way of street improvement than any city of its area in the country.

Narrow tires and heavy loads,
Soon will spoil the best of roads.

A road properly built and cared for will shed water instead of absorbing it.

League of American Wheelmen

... Official Department ...

Officers for 1897 and 1898.

President, ISAAC B. POTTER, Potter Building,
New York City.
1st Vice-President, A. CRESSY MORRISON,
Care of Scott & Bowne, New York city.
2d Vice-President, C. FRANK KIRKNER,
148 Ellison St., Paterson, N. J.
Treasurer, JOHN W. CLENDENING,
269 14th St., Portland, Oregon.
Secretary, ABBOT BASKETT,
12 Pearl Street, Boston, Mass.

Standing Committees.

Executive and Finance.

THE PRESIDENT AND VICE-PRESIDENTS.

Membership Committee.

GEO. L. COOKE, Box 1101, Providence, R. I.

Highway Improvement.

OTTO DORNER Milwaukee, Wis.

Racing Board.

ALBERT MOTT, Park Heights,
near Kate Ave., Baltimore, Md.
A. D. WAIT, Cohoes, N. Y.
GEO. W. DORNTNER, 175 Blackstone St., Boston, Mass.
HERBERT W. FOLTZ, Indianapolis, Ind.
W. I. DOTY, Denver, Colo.
HENRY S. DIXON, Dixon, Ill.
HENRY GOODMAN, 132 Sixth St., Portland, Ore.

Transportation.

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

Rules and Regulations.

E. KOSTOMLATSKY, Cedar Rapids, Ia.

Rights and Privileges.

WALTER S. JENKINS,
706 Mooney-Brisbane Bldg., Buffalo, N. Y.

Auditing Committee.

J. FRED ADAMS, Haverhill, Mass.

RENEWAL LIST NO. 2.

Including renewals from Jan. 10th, 1898, to Jan. 14th, inclusive.

Alabama	New Jersey	21
Arizona	New Mexico	
Arkansas	New York	73
Colorado	North California	2
Connecticut	North Carolina	1
Delaware	North Dakota	1
District Columbia	Ohio	11
Florida	Oklahoma	
Georgia	Oregon	
Idaho	Pennsylvania	20
Illinois	Rhode Island	6
Indiana	South California	4
Iowa	South Carolina	3
Kansas	South Dakota	1
Kentucky	Tennessee	1
Louisiana	Texas	1
Maine	Utah	
Maryland	Vermont	
Massachusetts	Virginia	3
Michigan	Washington	2
Minnesota	West Virginia	
Mississippi	Wisconsin	
Missouri	Wyoming	11
Montana	Canada	1
Nebraska	Foreign	1
Nevada	Mexico	
New Hampshire	Indian Territory	230

TO THE MEMBERS OF THE NATIONAL ASSEMBLY.

The National Assembly for the year of 1898 will convene at the Southern Hotel, in the city of St. Louis, on the morning of Wednesday, Feb. 9, 1898, at 10 o'clock.

I particularly urge upon all members of the Assembly the importance of a full attendance upon "Good Roads Day." Our National Committee on the improvement of highways is working hard to make this meeting a successful one, and every member should worthily respond by aiding the efforts of that committee.

Chief Consuls Cooke of Road Island, Sams of Maryland and Sherwood of Indiana, are hereby appointed a

Committee on Credentials, to examine the report upon credentials of the delegates under Article II, Section 1 (d) of the By-Laws.

ISAAC B. POTTER,
President.

NATIONAL ASSEMBLY.

To all Division Officers and Delegates:

A special meeting of the Division officers and other members of the National Assembly for the purpose of discussing recruiting and other Division work, having been favored by a substantial number of State officers and members, a meeting for that purpose will be held at the Southern Hotel, at St. Louis, on the evening of Tuesday, Feb. 8, 1898, at 8 o'clock. In order that this meeting may be productive of the greatest benefit, I earnestly request that each Secretary-Treasurer contribute to the benefits of said meeting, by bringing with him to St. Louis, from forty to fifty copies of those recruiting circulars which have been found most effective in the work of his Division. By following this suggestion, we shall be enabled to supply to each Division a varied and valuable supply of recruiting samples, showing the method of work pursued by each Division.

It is expected that each officer who attends this meeting will come prepared to speak informally of the work within his own Division; and officers of several of the Divisions will be specially invited to prepare formal papers on recruiting work to be read at that time.

Fraternally yours,

ISAAC B. POTTER, President.

TRANSPORTATION TO ST. LOUIS.

Railroad lines, east of the Rocky Mountains to the Atlantic, will make rate of fare and one-third for the round-trip to the St. Louis convention certificate plan. West of the Rockies, round-trip rates on a lower basis are in effect. Under the certificate plan, passengers will buy regular tickets, one way only, to St. Louis, paying full rates therefor. Secure from ticket agent a certificate which he is authorized to issue in connection with the ticket. This certificate will be endorsed at St. Louis by Louis Rosen, 411 Union Trust Building, and will entitle the holder to purchase a return ticket at one-third fare. Certificates will not be honored which show the purchase of going tickets not earlier than three days prior to the date announced as the opening date of the meeting, and during the first three days of the meeting, and if presented not later than three days after the date announced as the closing date of the meeting (Sunday not to be accounted as a day in any case). No tickets will be counted that show the purchase of tickets at fifty cents or less.

BURLEY B. AYERS, 549 Washington Blvd., Chicago,
HENRY C. NICKERSON, 20 Washington St., Boston,
ROBERT HOLM, 3554 California Ave., St. Louis,
G. E. JOHNSON, Courier Journal, Louisville, Ky.,
BENJ. J. COHEN, Portland, Ore.,
T. L. MONAGHAN, Dallas, Tex.,
ALB'T B. OVITT, Pioneer Press Bldg., St. Paul, Minn.,
A. R. EDMISTON, New York Life Bldg., Omaha, Neb.,
Transportation Committee.

A NEW BOOK ON CYCLE PATHS.

I am preparing a convenient hand-book (fully illustrated) on Cycle Paths for the use of the League of American Wheelmen and its friends, and I am hopeful of placing this book in the hands of our members within the next few weeks. It will contain a condensed statement of highway laws and regulations affecting the use of public roads, with mention of the powers of highway officers, etc.; practical suggestions for the laying out and construction of cycle paths; acquirement of right of way; the use of proper materials; hints on preparing estimates of cost; methods of raising funds; forms of contracts for work; practical hints for maintenance, and a few paragraphs on the subject of taxation of bicycles for the construction of cycle paths. This work is being prepared to meet the demands made by thousands of cyclists in the rural districts and small towns, where good roads are not to be had, and cannot be hoped for in the immediate future.

I invite all cyclists having practical knowledge of this subject, gained from experience or otherwise, to communicate with me, and to contribute such matter as they deem to be useful in the preparation of such a work, as is here contemplated. I also request officers of State Divisions of the L. A. W. to send such suggestions for the make up of this book as may be helpful to them in the separate parts of the country in which they reside.

Fraternally,

ISAAC B. POTTER, President.

WISCONSIN DIVISION.

ANNUAL MEETING, DEC. 13, '97.

The annual meeting of the Board of Officers was called to order in the St. Charles Hotel, Milwaukee, Dec. 13, '97, at 2 P. M., by Chief Consul M. C. Rotier. Following responded to roll call: M. C. Rotier, Chief Consul; Secretary-Treasurer, Sam J. Ryan; Vice Consul, Henry Van Arsdale; Representatives, H. P. Andrae, F. J. Schroeder, H. E. Pomeroy, Ben Park, Ben Hooper, Wm. Harmon, Geo. A. Yule, L. F. Snyder, L. Pierron, Fred L. Schaller; club delegates. Dudley L. Ryan, Appleton; John Rose, Green Bay; H.

M. Baldwin, Kenosha; A. W. Anderson, Neenah; Ben Soper, H. L. Sweet, Oshkosh; J. R. Jones, Jr. E. Smieding, W. M. Lewis, Racine; Alex. Bunke, Milwaukee; proxies of Dr. Hall and Geo. K. Mead held by F. P. Van Valkenburg, N. E. Lindquist by Hugh Pomeroy, C. L. Marston by Sam J. Ryan, F. Walker and W. Ott by J. R. Jones, Jr.

Minutes of meetings December '96 and July '97, read and approved. Following reports read and approved: Chief Consul, Secretary-Treasurer, Auditing Committee, Chairman Transportation Committee, Chairman Racing Board, Chairman Highway Improvement Committee, Chairman Rights and Privileges Committee.

The Auditing Committee report is as follows: To the Board of Officers, Wisconsin Division, L. A. W.: The Auditing Committee appointed by the Chief Consul to go over the accounts of the Division for the past year, beg to report that they have carefully and thoroughly examined the books and vouchers, all receipts and expenditures, and have found everything correct, except one clerical error in addition which will increase the balance to the extent of \$1.50.

Respectfully submitted,

H. E. POMEROY,
FRED SCHROEDER,
Auditing Committee.

By-Laws amended and adopted.

The following elected delegates to National Assembly at St. Louis in February: F. P. Van Valkenburg, Milwaukee; R. D. Wells, Kenosha; J. R. Jones, Jr., Racine; H. P. Andrae, Milwaukee; Fred L. Schaller, Sparta; W. M. Lewis, Racine. On motion, \$10.00 was appropriated to each delegate who should attend.

On motion, one hour was allowed to present claims of cities for '98 State Meet. Time divided as follows: Oshkosh, Green Bay and Racine each 20 minutes. Tellers, Messrs. Schaller, Bunke and Park.

Arguments made by Mayor Ideson, H. L. Sweet, F. R. Hicks, Oshkosh; Mayor Frank Desnoyers, A. B. Fontaine, Assemblyman McGrath, Green Bay; W. M. Lewis, Henry Van Arsdale and J. R. Jones, Jr., Racine.

Informal ballot: Racine, 9; Oshkosh, 8; Green Bay, 9; Chippewa Falls, 2; Blank, 1; total of 29.

J. C. Pond, general passenger agent of Wisconsin Central Railway, was granted privilege of floor.

First ballot: Green Bay, 10; Oshkosh, 10; Racine, 9. Fortieth ballot: Green Bay, 9; Oshkosh, 11; Racine, 8; Chippewa Falls, 1.

Forty-fourth ballot: Green Bay, 12; Oshkosh, 7; Racine, 8; Chippewa Falls, 2.

Forty-fifth ballot: Green Bay, 11; Oshkosh, 7; Racine, 9; Chippewa Falls, 2.

Forty-sixth ballot: Green Bay, 16; Oshkosh, 4; Racine, 8; Chippewa Falls, 1.

The '98 State Meet will be held in Green Bay.

Following were nominated for handicapper: F. G. Cramer, A. M. Patitz, Frank Harbach, W. A. Bremer.

First ballot: Cramer, 5; Patitz, 8; Harbach, 11; Bremer, 3.

Second ballot: Cramer, 5; Patitz, 7; Harbach, 13; Bremer, 3.

Thirteenth ballot: Cramer, 7; Bremer, 3; Harbach, 13; F. W. Pommarane, 15.

Frank W. Pommarane, of Oshkosh, recommended for State handicapper.

Assemblyman McGrath spoke, and explained that he always had and always should favor and vote for bicycle baggage legislation.

Following resolution referred to Executive Committee with power to act:

"Resolved, that the Milwaukee Board of Consuls request the State Board of Representatives to permit the appointment of a regular collector to solicit memberships and renewals to the L. A. W. in the city of Milwaukee and allow as consideration for such services a reasonable commission to be taken from all money so collected."

W. G. BIRKHART, Sec'y.

Following resolution presented and adopted: Whereas, in view of the recommendation of the Committee on Transportation;

And as a token of the gratitude due to the Hon. J. M. Whitehead, the Hon. W. H. Flett, and the other members of the Wisconsin State Legislature who steadfastly advocated the passage of the Bicycle Baggage Bill in the Legislature of 1897, Be it resolved, That the thanks of the Wisconsin Division, L. A. W., be extended to all members of the Senate who supported the bill known as the Whitehead Bicycle Baggage Bill, and to all members of the Assembly who voted for and supported the Flett Bicycle Baggage Bill, and that particularly its thanks be extended to the Hon. J. M. Whitehead, of Janesville, and the Hon. Wm. N. Flett, of Merrill, for the able manner in which they championed the bill bearing their respective names; and Be it further resolved, That a copy of this resolution be mailed to all such members.

Following resolution presented and referred to Executive Committee:

BOARD OF OFFICERS, WISCONSIN DIVISION, L. A. W. Gentlemen.—At a meeting of the Milwaukee Board of Consuls, L. A. W., held Dec. 6, '97, it was proposed that a suitable and convenient location be chosen in or near the city of Milwaukee, for a great L. A. W. encampment, to be held in connection with the celebration of the fiftieth anniversary of Wisconsin Statehood.

It is the plan of the Milwaukee Board to extend an invitation to wheelmen throughout the State, and in

order that this project may be successfully carried out, a committee was appointed to ask for the endorsement of the State Board of Officers, with the understanding that no expense to the League will be attached thereto.

This celebration takes place during the last week in June, '08, and it is hoped that the Milwaukee consuls will be placed in a position to entertain every League member in the State.

J. M. Bandtell,
F. P. Van Valkenburg,
C. Christianson,
Members Com.

The matter of local organization was referred to the Executive Committee with power to act.

On motion \$100.00 was appropriated to Highway Improvement Committee.

Delegates to National Assembly were on motion instructed to vote against the admission of professionals to the L. A. W.

The following resolution presented and adopted: Resolved, That the Wisconsin delegates to the National Assembly be instructed to oppose the sanctioning of Sunday races.

On motion Chief Consul was empowered to select alternates for delegates to National Assembly. On motion meeting adjourned.

Respectfully submitted,
SAM J. RYAN, Sec.-Treas.

OHIO DIVISION.

ANNUAL BOARD MEETING.

The seventeenth annual meeting of the Board of Officers was called to order by Chief Consul Dr. William D. Kempton, at The Hollenden, Cleveland, Dec. 31, 1897, at 8.15 P. M. In the absence of the Secretary-Treasurer, the chair appointed Mr. S. L. Ghaster, of Fostoria, Secretary pro tem. The Chief Consul appointed the following committees: Auditing, S. L. Ghaster, Dr. A. B. Howson and O. W. McDonald; Credentials, E. L. Bergman, E. J. DeVillie and C. A. Doerr. On motion, the meeting adjourned to convene at 9 A. M. next day, at the parlors of the Cleveland Wheel Club.

At the Cleveland Wheel Club, at 9.30 A. M., Jan. 1, 1898, the meeting was called to order by Chief Consul Kempton, with Secretary-Treasurer Munro acting as Secretary. The minutes of the evening session were read and approved. The Chief Consul read his report, which was accepted:

The Auditing Committee reported that they had examined the books and vouchers of the Secretary-Treasurer and found his accounts correct, with receipts, disbursements and balance on hand as stated in his report. Report accepted and committee discharged.

SECRETARY-TREASURER'S REPORT.

Receipts and disbursements for five months ended Nov. 30, 1897:

RECEIPTS.

July 1, 1897, balance on hand	\$858 19
" 10, 1897, from Secretary Bassett, June statement	477 02
Aug. 5, 1897, from Secretary Bassett, July statement	421 01
Oct. 8, 1897, from Secretary Bassett, August and September statements	332 92
Nov. 4, 1897, from Secretary Bassett, October statement	155 04
From sale of road books	20 00
	\$2,264 18

DISBURSEMENTS.

Danger signs	21 00
DeVillie, E. J., expenses attending meeting Race Com.	8 00
Fitch, J. M., expenses State Racing Circuit	12 10
Postage for chief consul	30 00
Postage for secretary-treasurer	55 00
Postage for representatives	15 00
Postal cards for chief consul	10 00
Postal cards for secretary-treasurer	5 00
Prizes for securing new members	16 34
Reed, P. G., railroad fare to Board meeting, 1896	2 85
Reward to C. J. Van Valey, Marietta, Road book account, including map plates, tracings, envelopes, postage and express charges	66 70
Salary of chief consul, fourth quarter	50 00
Salary of secretary-treasurer, third and fourth quarter	150 00
Stationery and printing	207 15
	674 74

Balance on hand, Dec. 1, 1897, Due from Secretary Bassett

\$1,580 44
63 67

MEMBERSHIP.

Dec. 1, 1894	1,594
Dec. 1, 1895	1,728
Dec. 1, 1896	2,227
Dec. 1, 1897	3,100
Increase during past year	873
Number of places having ten or more members	
Dec. 1, 1896	31
Number of places having ten or more members	
Dec. 1, 1897	49

The Chief Consul announced that he had redistricted the State as follows:

DISTRICTS, 1897-98.

1. Hamilton County.—Thomas L. Pogue, Third and Walnut, Cincinnati.
2. Butler and Warren Counties.—Chas. F. Williams, room 1, Masonic Temple, Cincinnati.
3. Brown and Clermont Counties.—Mason Herron, box 793, Cincinnati.
4. Greene, Fayette and Clinton Counties.—O. W. McDonald, Xenia.
5. Montgomery County.—A. H. Callahan, West Third st., Dayton.
6. Darke, Preble and Mercer Counties.—W. H. Shoemaker, Williams st., Dayton.
7. Auglaize, Miami and Shelby Counties.—Edgar M. Heaton, Bradford.
8. Paulding, Putnam, Van Wert and Allen Counties.—M. C. Longenecker, Cincinnati Gymnasium, Cincinnati.
9. Hardin, Wyandot, Crawford and Marion Counties.—C. A. Van Blaricum, Fostoria.
10. Williams, Defiance, Fulton and Henry Counties.—W. T. Nettleton, 555 Missouri ave., Toledo.
11. Lucas County.—Chas. O. Phelps, 214 Maumee ave., Toledo.
12. Ottawa, Sandusky and Erie Counties.—E. Stanley Thomas, Fremont.
13. Wood and Hancock Counties and Fostoria.—S. LeRoy Ghaster, Fostoria.
14. Ashland, Richland, Morrow and Knox Counties.—L. P. Bennett, Mansfield.
15. Seneca (except Fostoria), Huron and Lorain Counties.—Augustus A. Bloom, Tiffin.
16. Medina, Wayne and Holmes Counties.—H. F. Schooley, 420 Main, Alliance.
17. Cuyahoga County.—Geo. L. Ralston, Cleveland World, Cleveland.
18. Lake, Geauga, Ashtabula and Trumbull Counties.—W. H. Chubb, 91 Bell ave., Cleveland.
19. Summit, Portage and Mahoning Counties.—E. J. DeVillie, 205 West North st., Canton.
20. Columbiana County.—J. M. Hartford, East Palestine.
21. Washington, Monroe, Morgan and Noble Counties.—Chas. F. Henry, 204 Gilman ave., Marietta.
22. Stark County.—Will G. Saxton, First National Bank, Canton.
23. Harrison, Belmont and Jefferson Counties.—F. W. Floto, Steubenville.
24. Tuscarawas and Carroll Counties.—Michael G. Heintz, 305 Pike bldg., Cincinnati.
25. Coshocton, Muskingum and Guernsey Counties.—J. B. Griffith, Steubenville.
26. Franklin County.—S. W. Miller, 295 North High, Columbus.
27. Union, Delaware and Logan Counties.—J. S. Wilkins, Marysville.
28. Ross and Pickaway Counties.—E. L. Bergman, 11-13 East Second st., Chillicothe.
29. Campaign, Clark and Madison Counties.—M. W. Bliss, Jr., Columbus.
30. Hocking, Athens and Vinton Counties.—Dr. C. L. Jones, Athens.
31. Fairfield, Perry and Licking Counties.—Edgar W. Dean, 76 King ave., Columbus.
32. Gallia and Meigs Counties.—Hollis C. Johnston, Gallipolis.
33. Jackson and Lawrence Counties.—Dr. Lester Keller, Ironton.
34. Pike and Scioto Counties.—Fred N. Tynes, Portsmouth.
35. Highland and Adams Counties.—C. A. Doerr, Portsmouth.

E. L. Bergman, Chas. F. Williams and F. W. Floto were appointed a committee to nominate delegates to the National Assembly, and reported the following nominees, who, on motion of Mr. Heaton, were elected by acclamation:

Walter H. Chubb, Cleveland
Charles F. Henry, Marietta
J. Milton Finch, Dayton
Parker G. Reed, Chillicothe
S. L. Ghaster, Fostoria
M. W. Bliss, Jr., Columbus
J. B. Griffith, Steubenville

A motion was passed that the Board go on record as being opposed to a special tax on bicycles. The road bill submitted by the Highway Committee was endorsed, and 4,000 copies ordered printed and mailed to the members of the Division, with the request that they urge the members of the Legislature from their districts to support it.

A communication was read from the Cleveland Wheel Club, inviting the Division to hold the State Meet of 1898 in Cleveland, date to be fixed later. On motion of Mr. Reed, the Chief Consul was requested to call the 1898 State Meet to be held in Cleveland.

The Chief Consul announced the following standing committees:
Rights and Privileges.—Chas. F. Williams, O. W. McDonald and S. W. Miller.
Improvement of Highways.—S. L. Ghaster, M. G. Heintz and C. F. Henry.
Rules and Regulations.—Parker G. Reed, J. B. Griffith and Will G. Saxton.
Transportation.—W. H. Chubb, F. N. Tynes and Chas. O. Phelps.

Racing.—J. Milton Finch, E. J. DeVillie.
Publicity.—Arthur E. Chase, Geo. L. Ralston and Clarence Metters.

Road Book.—Dr. A. B. Howson, E. L. Bergman and E. Stanley Thomas.

Mr. Reed moved that Article XIV., By-Laws, be amended by inserting the words "and hotel bills" after the words "railroad fares," in the first line. Amendment adopted.

On motion of Mr. Ghaster, it was Resolved, That the Division pay not to exceed one day's hotel expenses for every member of the Board present at this meeting.

On motion of Mr. McDonald, it was Resolved, That the Ohio Division Board urge the Executive Committee of the L. A. W. to select Indianapolis as the place for holding the 1898 National Meet.

On motion of Mr. Chubb, the delegates to the National Assembly were requested to use their best endeavors to have the two-dollar League club tax abolished.

On motion of Mr. Reed, a vote of thanks was given to the Cleveland Wheel Club for courtesies extended.

On motion, the meeting adjourned *sine die*.
W. C. MUNRO, Sec.-Treas.

CINCINNATI, Jan. 5, 1898.

IOWA STATE DIVISION.

Condensed report of the annual meeting of the Board of Officers of the Iowa Division, L. A. W., held at the Clifton House, Cedar Rapids, Ia., Tuesday, Dec. 28, 1897, Chief Consul E. Kostomlatsky presiding. Those present were E. Kostomlatsky, chief consul; A. C. Miller, secretary-treasurer; E. A. Sherman, secretary; J. W. Jones, Jos. Beeson and Ben. E. Miller, representatives.

A. C. Miller, Committee on Credentials, reported all present entitled to seats in the meeting.

E. Kostomlatsky, chief consul, presented his report, which was accepted and placed on file. His financial report showed receipts of \$234.70, and payments of \$238.75, leaving balance due him of \$4.05.

A. C. Miller, secretary-treasurer, presented his report, which was accepted and placed on file. His financial report showed receipts of \$1,188.37, and expenses of \$1,110.58, leaving balance of \$77.79.

Both reports were referred to the Auditing Committee, consisting of Frank Filip, W. K. Jones and Ben. E. Miller, and later reported correct.

On motion of Mr. Beeson, a vote of thanks was returned both officers reporting for the able manner in which they had performed the duties of their respective offices.

The report of the Canvassing Board, consisting of O. J. Miller, Geo. W. Jones and Jas. B. Green, was received, showing that at the recent second election A. C. Miller was elected chief consul; E. A. Sherman, secretary-treasurer, and Joe Beeson, Ben. E. Miller, W. K. Jones and W. F. Koch, representatives.

In pursuance thereof, E. Kostomlatsky retired from the chair and was succeeded by A. C. Miller, E. A. Sherman taking the office of secretary-treasurer.

Mr. Kostomlatsky presented his credentials as representative of the Bohemian Cycling Club, of Cedar Rapids, which were accepted.

W. K. Jones, chairman of the Committee of Improvement of Highways, presented his report, which was accepted and placed on file.

Jas. B. Green, chairman of the State Racing Board, presented his report which, after being read by the secretary-treasurer, was accepted and placed on file.

Jos. Beeson, chairman of the Committee on Constitution and By-Laws, presented his report, which was read and placed on the table for consideration after all other business had been disposed of.

On motion of W. K. Jones, Jas. B. Green, of Des Moines, was selected as one of the delegates to the St. Louis Meeting of the National Assembly. On motion of E. Kostomlatsky, Ed. F. Carter, of Keokuk, was elected the second delegate to that meeting.

On motion of W. K. Jones, amended by E. Kostomlatsky, the matter of location of the next State Meet was left to the Board of Officers, to be decided by them by mail vote, not later than March 1st.

On motion of E. Kostomlatsky, the secretary-treasurer was instructed to have the Constitution and By-Laws of the division arranged in correct typewritten form, and then printed, together with the Constitution and By-Laws of the National L. A. W.

On motion of Mr. Beeson, the secretary-treasurer was allowed \$10 per month for clerk hire and the chief consul and secretary-treasurer each \$50 per year as salary.

The report of the Committee on Constitution and By-Laws was then taken up and considered section by section, the new Constitution and By-Laws being unanimously adopted.

On motion, the meeting adjourned.

OHIO DIVISION.

Tell Kickers who complain that the L. A. W. does not accomplish enough, that if they would help us increase the membership, we could do a great deal more for wheelmen in general and them in particular; and that now is the time to work.

WILLIAM D. KEMPTON, Chief Consul.
Jan. 14, 1898.

OHIO DIVISION.

MONTHLY MEMBERSHIP REPORT.

Jan. 1, 1897, 2,172; Jan. 1, 1898, 3,087; increase, 915. In the following list of places having ten or more members Jan. 1, 1898, the stars indicate an increase of membership during December:

*Cincinnati,	494	Norwalk,	22
Cleveland,	219	Sandusky,	21
Columbus,	184	Alliance,	21
Dayton,	177	Marysville,	20
Toledo,	153	Springfield,	19
Canton,	118	Conneaut,	17
Marietta,	81	Lancaster,	17
Gallipolis,	76	Middletown,	15
Steubenville,	75	New Lexington,	15
Fostoria,	65	Canal Dover,	14
Chillicothe,	63	London,	13
*Xenia,	45	Waterville,	13
Zanesville,	43	Wyoming,	13
Akron,	42	Ashtabula,	12
Fremont,	42	Martin's Ferry,	12
Portsmouth,	39	Massillon,	12
Ironton,	38	*Ulrichsville,	12
*Mansfield,	36	Delaware,	11
Tiffin,	36	New Richmond,	11
Lima,	30	Cadiz,	10
*Bradford,	29	Coshocton,	10
Hamilton,	28	Delphos,	10
*Youngstown,	26	Salem,	10
East Palestine,	25	Toronto,	10
Athens,	24		

W. C. MUNRO, Sec.-Treas.

CINCINNATI, Jan. 9, 1898.

SOUTH DAKOTA DIVISION.

All our old members are renewing, and by watching the list in the BULLETIN you will be convinced of the concerted effort we are making in this part of the State to raise the membership to the 500 mark. Now, you local consuls get a hustle on yourselves! Ask every wheel rider you meet if they are members of the L. A. W. If not, then why not? It's an injustice to the active recruiting officers to have their efforts negated by the drones. Don't expect riders who know nothing of our organization to come to you like to a butcher shop for a good beefsteak (even the butcher and all others of his kind have to hang out some alluring insignia) without you give them some indication of encouragement. Make use of the literature we have sent out. Do as I do: Give your BULLETIN to some rider, and after he has perused it, tell him to pass it to another non-League member; it is the best recruiting argument you can make use of. Show those illuminated prints to your lady friends. Have them get their friends to join, and thereby aid her in securing a handsome gold "honor medal." Wake up! Throw off this lethargy.

At Ft. Meade we will give a show the 27th inst., to last 1½ hours, immediately followed by a dance, all to advertise the benefits to be derived from joining the L. A. W. Come, now, Sioux Falls, Aberdeen, Parker, and all the other towns!

Fraternally yours,
JOHN O'BRIEN, Sec.-Treas.

INDIANA DIVISION.

The following is a list of the towns in this Division having ten or more members. It will be noted that there are a number of changes in relative position of several of our leaders. Indianapolis has gone up out of sight, Terre Haute is holding her own, Madison has secured third place, and is determined to hold it. Several of the other towns have strengthened their position, while others have been losing ground. The indications are that Indianapolis will contain half the membership in another month unless the outside towns get a move on themselves.

1 Indianapolis,	681	15 Peru,	19
2 Terre Haute,	259	16 Anderson,	16
3 Madison,	44	17 Columbus,	16
4 La Fayette,	36	18 Rensselaer,	16
5 Fort Wayne,	35	19 Marion,	13
6 Jeffersonville,	35	20 Wabash,	13
7 Muncie,	32	21 Angola,	12
8 Elkhart,	31	22 Brazil,	12
9 Michigan City,	27	23 Crawfordsville,	12
10 Bedford,	27	24 New Albany,	12
11 Richmond,	26	25 South Bend,	12
12 Shelbyville,	26	26 Huntington,	11
13 Washington,	22	27 Ambia,	10
14 Kokomo,	19	28 Brookville,	10

The "State" is rapidly losing ground, although here and there some faithful ones are making brave efforts. The "Village" is now drafting a "city" charter with all the attachments! A mayor has been spoken for, and a whole lot of hands hired to run the machine. Of course they are L. A. W. members. None other can hold the job they are after. Here is the showing:

Previously reported,	222	"Village,"	336
Dec. 24,	9		65
" 31,	0		41
	231		442

A telegram received at this office January 4th in-

forms us that the Executive Committee have granted our request for the privilege of entertaining the L. A. W. at its annual Meet for 1898. In August Indiana's wheelmen will be permitted to see one of the greatest gatherings ever assembled. Not, perhaps, the largest, but the most lively. There is nothing like it, as all who have visited one of these Meets will testify to. The League ticket is worth much more than it costs us at this Meet alone, and we ask every one of our members to bear this in mind. What you must all work for now is a rapid recruitment in your towns. Adding the Meet to the already numerous benefits we are enjoying, your arguments should prove irresistible. Let every member do his best.

The design for the '98 Honor Badge is now being prepared. As soon as it can be decided upon, a large number will be ordered and a supply kept on hand ready for prompt delivery. We want a big showing of them to be made at the Meet by our members, and there is no reason why they should not outnumber those of our guests. Ten applications secures one. Be among the names at the head of the "Honor Roll of 1898." Who will be numbered among the workers for '98?

WALLACE SHERWOOD, Chief Consul.

MARYLAND DIVISION.

A pamphlet containing a discussion and explanation of the proposed Good Road bills has been prepared with copies of the bills at the end of the pamphlet. All local consuls are requested to send to the Secretary-Treasurer for copies. All members of the Division are urged to distribute these pamphlets and get to work to pass these bills through the Legislature. Do not fail to aid in the work. Write an urgent letter to the members of the Legislature from your county or city, and ask them to vote for the Liberty Bill, Good Roads Bill and Pneumatic Tire Law. Now is the time. Let every one work.

Fraternally yours,

CONWAY W. SAMS, Chief Consul.

WASHINGTON DIVISION.

At the annual meeting of this Division, held on the 30th inst., Mr. Walter J. Ball, of Tacoma, was elected delegate to the National Assembly.

Yours truly,

E. IRVING HALSTED, Chief Consul.
TACOMA, WASH., Dec. 31, 1897.

KENTUCKY DIVISION.

Mr. L. E. Spring, of Owensboro, Ky., has been appointed a representative of Kentucky Division, L. A. W., vice George F. Kast, resigned.

By order of the Chief Consul.
OWEN LAWSON, Sec.-Treas.
LOUISVILLE, KY., Jan. 5, 1898.

NEW JERSEY DIVISION.

NOTICE.

New Jersey Division being entitled to one more representative, Chief Consul Kireker has appointed Edw. G. Adams, 800 Broad street, Newark, N. J., as State representative to serve for the ensuing year.

Fraternally,

JAS. C. TATTERSALL, Sec.-Treas.
TRENTON, N. J., Jan. 8, 1898.

WASHINGTON DIVISION.

I have this day appointed the following consuls:

August Von Boecklin,	Tacoma
Alfred C. St. George Kemp,	Montesano
W. H. Wilcox,	Port Townsend
Lew Paramore,	Snohomish

Yours truly,

E. IRVING HALSTED, Chief Consul.
TACOMA, WASH., Jan. 3, 1898.

NEW YORK STATE DIVISION.

In Secretary-Treasurer's report published January 7, we gave the appropriation for Chief Consul's office in the sum of \$1,000. It should have read \$1,200, and the footing should be \$6,900.

Fraternally,

W. S. BULL, Sec.-Treas.

PENNSYLVANIA DIVISION.

I have appointed the following committees:
Improvement of Highways—H. B. Worrell, 555 N. 17th street, Philadelphia, Chairman; H. C. Mason, Box 439, Wilkes Barre; A. F. Nelson, Harrisburg; F. A. Deans, Wellsboro; T. J. Keenan, Jr., Pittsburg.
Press Committee—C. A. Denier, 1020 Walnut street, Philadelphia, Chairman; T. J. Keenan, Jr., Pittsburg; J. S. Larzelere, Public Ledger, Philadelphia.
Other announcements will follow shortly.

Yours truly,

SAMUEL A. BOYLE, Chief Consul.
PHILADELPHIA, Jan. 13, 1898.

IOWA DIVISION.

APPOINTMENT OF LOCAL CONSULS.

List No. 1.

Ackley,	E. M. Healey
Adair,	Mrs. A. C. Savage
Adel,	Albert F. Thompson
Algona,	Hon. Thos. F. Cooke
Allison,	Gordon L. Elliott
Aldin,	E. C. Shilling
Ames,	W. W. Talbott
Ashewa,	Frank M. Bucks
Beacon,	C. A. Abbott
Belle Plaine,	J. F. Marr
Boone,	E. A. Ringland
Brighton,	M. E. Snyder
Bonaparte,	J. S. Entler
Bromley,	M. E. Ward
Calamus,	J. H. Cruson
Cedar Falls,	J. F. Bryant
Centerville,	H. B. McCreary
Central City,	A. P. Ward
Churdan,	F. J. Schiaw
Colfax,	W. J. Kizer
Colo,	Orville H. Adams
Columbus Junction,	T. I. Carr
Corning,	F. B. Miner
Corydon,	W. S. Sproatt
Cresco,	Carl W. Reed
Creston,	F. D. Harsh
Delmar,	H. W. Flennek
Douds,	Miss Bertha Botts
Durant,	H. M. Schumaker
Erling,	Bert J. Preston
Eldon,	I. W. Nicklin
Eldora,	C. S. Newcomer
Elkader,	Wm. F. Reinecke
Elkridge,	M. H. Allgood
Emetsburg,	John Scott
Farmington,	W. D. McCormick
Fayette,	George A. Hoover
Forest City,	B. J. Thompson
Galva,	Walter A. Ball
Gowrie,	C. D. Goodenough
Greenfield,	Frank D. Meers
Grundy Center,	Win. C. Ladage
Guthrie Center,	Charles Pryor
Hillsboro,	Douglas Cooper
Independence,	Fred B. Tyson
Indianola,	H. H. Writman
Incline,	M. J. Finnigan
Iowa Falls,	W. J. Black
Ireton,	E. C. Carpenter
Jewell,	V. F. Cole
Jamaica,	Charles P. King
Keota,	Lee Stewart

A. C. MILLER, Chief Consul.

DES MOINES, IA., Jan. 8, 1898.

RACING BOARD BULLETIN.

BALTIMORE, MD., Jan. 17, 1898.

In the Madison Square Garden six-day race case, the following is a vote of the majority of the Board: Sanctions will not be granted by the L. A. W. for races to be held on any track that Charles W. Ashinger may build in the future until a sworn statement from a competent surveyor is filed with the Board, certifying to the measurement of the track.

As it is considered by the Board an impropriety for a handicapper to be also a race Meet promoter, A. G. Batchelder is given the choice between severing his connection with the American Cycle Racing Association or resigning as handicapper.

The American Cycle Racing Association is warned that a repetition of the same over-confidence in a track-builder, or the same carelessness, either of which resulted in misleading the public as to the length of the track, will be followed by the refusal of sanctions for races under the jurisdiction of the L. A. W.

The suspension placed upon Cass O. Clark, Cleveland, O., expires Jan. 15, 1898.

Edward Sandison, Terre Haute, Ind., is *permanently* suspended and ruled off tracks in every capacity for unfair dealing, and competing while under suspension. Racing men are warned against accepting any service from him.

Transferred to Professional Class.

Peter Golden, New York, N. Y.; Louis J. Kinz, Bloomfield, N. J.; John Mayer, Ft. Plain, N. Y.; J. R. Gannon, New York, N. Y.; John Vadle, Little Falls, N. Y.; Fred Forster, New York, N. Y.; and Geo. Cartwright, Syracuse, N. Y., clauses (a and b).

Sanctions Granted.

American Cycle Racing Ass'n, Philadelphia, Pa., Jan. 15.

ALBERT MOTT,

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

STOLEN WHEELS.

READING, No. 5,684. Chas. Hooper, 19 Fairmont street, Cambridgeport, Mass.

CLEVELAND, No. 32,715. Edward Morrison, 56 Manhattan avenue, New York, N. Y.

KEATING, No. 14,606. Percy H. McMullin, 1935 Poplar, Philadelphia, Pa.

APPLICATIONS FOR MEMBERSHIP

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

Tickets will be issued fourteen days after publication of names.

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

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

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

BOSTON, Jan. 21, 1898.

Total, 216-103,297.

Over 122,000, COLORADO, 5-590.

Unattached.
154 Wood, Samuel N., 122 19th av Denver
5 Blair, A. S. Flore c
5 Burdett, Herbert W.
7 Oates, George W.
8 White, Frank

Over 122,000, CONNECTICUT, 14-2048.

Torrington W. C.
128 Davey, W. T., John st Torrington
126 Moorehouse, Chas. E.
Unattached.
1 Mead, Amos H. Greenwich
1 Maxwell, Wm. Rockville
1 Payne, W. E.
1 Burwell, Wm. W. Stafford Springs
1 Cooley, Ben. P.
1 Hanley, William E., box 44
1 Lawton, Geo. M.
1 McLaughlin, Lewis
1 Smith, R. W.
150 Amadon, William P., Jr. Staffordville
1 Johnson, J. W., M. D., box 194 Torrington
2 Holland, Walter, 25 Abbott av Waterbury

Over 122,000, DELAWARE, 1-269.

Unattached.
123 McFadden, Robert, 513 Market Wilmington

Over 122,000, DISTRICT OF COLUMBIA 1-954.

Unattached.
124 Weigle, J. A., 1912 N. H. av. Washington

Over 122,000, FLORIDA, 14-115.

Jack, W.
175 Braden, Robert, 11 E. Forsyth Jacksonville
5 Careri, Dr. Julius, 225 Laura
7 Reilly, James, 214 Riverside av
5 Brommenger, F. M., Jr., 204 W. Bay st
9 MacLachlan, Alex., Jax. Tel. Co.
150 Spencer, C. Lyman, 224 W. Fourth st
1 Greiner, John B., 37 West Monroe st
2 Herndon, Samuel P.
3 Sheridan, R. P., 129 1/2 N. Bay st
Escanaba C. C.
4 Bear, J. Pensacola
St. A. C. C.
5 Howatt, E. W. St. Augustine
Unattached.
6 Hadley, Fred L. Belleair
7 Bushnell, Miss A. O. Ga't
8 Palmes, M. P. Pensacola

Over 122,000, GEORGIA, 4-254.

Y. M. H. A.
150 Hirsch, J. H., 22 Broughton st Savannah
Spaulding B. C.
128 Rossignol, Gilbert R., 8th and Bull sts
Unattached.
1 Gullmartin, Philip, 25 Bay st. East
2 Oakman, R. R., 42 Drayton st

Over 122,000, ILLINOIS, 12-3821.

Unattached.
123 Chaslovsky, Charles, 889 W. 29th pl Chicago
4 Maxey, H. L., 6535 Wright st
7 Tehav, James, 564 No. 25th st
6 Zieske, John, 1139 57th st
7 Brown, B. Frank, 815 Third st Peoria
8 Coleman, William, 716 Second st

9 Davis, Louis J., 812 Fayette st
200 Kircher, Henry F., 526 Fredonia av
1 Lee, Francis I., 1012 No. Madison av
2 Martin, J. W., 1001 Perry av
3 Robinson, A. G., 504 Hamilton st
4 Thode, Walter F., 601 Third st

Over 122,000, INDIANA, 7-1860.

Unattached.
205 Hereth, Wm. L., 1608 No. N. J. st Indianapolis
6 Loos, Philip, 424 So. Delaware
7 Merritt, Worth, W. Wash.
8 McCurdy, Will, 532 No. Penn
9 McDaniel, H. A., 13 S. Lebanon st
210 Stumpf, Wm., 1432 Fletcher
1 Whitaker, D. S., 13 S. Lebanon Lebanon

Over 122,000, MARYLAND, 2-1910.

Unattached.
212 McGlenn, John, Gay and Chase sts Baltimore
3 Wilmer, Wm. R., 1024 No. Eutaw

Over 122,000, MASSACHUSETTS, 22-12,517.

Shoe City W.
214 Alger, Sanford, 47 High st Brockton
Unattached.
5 Amory, Mary L., 15 Norway st Boston
6 Curtiss, William C., 87 Commercial st
7 Roll, J. Luther, 109 Pearl st
8 Houghton, Frederick O., 115 State st
9 Paulding, A. R., 400 Washington
220 Newman, Richard, box 5320
1 Halbert, V. W., 1851 Mass. av Cambridge
2 Halbert, Mrs. V. W., 1851 Mass. av
3 McClintock, John, 16 Cross st Charlestown
4 Treadwell, John R., 60 Sullivan st
5 Adams, Harry L. Hubbardstown
6 Faulkner, Walter O., 33 Endcott st Lynn
7 Sanderson, Howard K., 646 Western av
8 Wright, John S., 63 Exchange
9 Knights, Chas. F., 557 Lebanon st Ma'rose
230 Bennett, W. S., 57 Clifton st Roxbury
1 Bennett, Frank P., Main st Saugus
2 Ancil, Henry A., 7 Howe st South Lancaster
3 Rideout, Carl C., 7 Howe st Somerville
4 Perkins, May E., 790 Main st Waltham
5 Gamage, O. A., M. D., 436 High st West Medford

Over 122,000, MICHIGAN, 3-2026.

Western Bl. Club.
236 Thompson, W. D., 615 Hammond bldg. Detroit
Unattached.
7 McClain, Ed. Dexter
8 Hoyt, W. C. Kalamazoo

Over 122,000, MINNESOTA, 1-671.

Unattached.
239 Tomlinson, Dr. H. A., State Hospital St. Peter

Over 122,000, MISSOURI, 3-1641.

Unattached.
240 Mitchell, A. J., 120 N. Newstead St. Lo is
1 Mitchell, Edward, 120 N. Newstead
2 Mitchell, J. H., 120 N. Newstead

Over 122,000, NEW HAMPSHIRE, 1-1103.

Unattached.
243 Looney, Walter E. Milton

Over 122,000, NEW JERSEY, 8-6871.

Unattached.
244 Hawkins, Wm. J. Bayonne
5 Reeves, Jesse P., 56 Pine st Bridgeton
6 MacCracken, R. S., 330 N. 2d st Camden
7 Tristram, James T. East Orange
8 Haldi Theobald Otto Garwood
9 Mulford, Edward M., box 52 Greenwich
250 Bumke, William, 131 Park av Hobok n
1 Anderson, Lathrop, 508 Orange st Newark

Over 122,000, NEW YORK, 52-26,956.

Mt. Vernon C. C.
252 Archer, Chas. H., box 252 Mt. Vernon
3 Burton, Geo. W., 29 Prospect av
4 Ring, P. J., Opera House
R. A. W.
5 Phillips, L., 11 Bond st New York
Century W.
6 Bronner, H. Monroe, 324 W. 57th st
W. H. W.
7 Simendinger, Adolph, 478 West 152d
N. Y. Co. W.
8 Hildebrandt, Frederick, 229 East 31st st
Transit W.
9 Baumuller, John, 348 East 85th st

Peekskill W.
260 Weist, Chas. B., 125 No. James st Peekskill
Unattached.
1 Barbey, Walter V., 46 Forbes st
2 Byrne, Owen G., 38 Garden pl Amsterdam
3 Deane, Harry L., 1897 Pacific st Brooklyn
4 Graham, John J., 1052 St. Marks av
5 Burnham, Everett A., 340 New Jersey av Brooklyn
6 Earl, Wm. H., 426 Gates av
7 Luttenton, Miles G., box 2 Kent
8 Mayfield, Edward, 242 B'dway Long Island City
9 Dingledine, Wm. J., 4 Adams st Mt. Vernon
270 Arnold, Robert, 134 Greenwich av New York
1 Ayles, Stephen, 887 Columbus av
2 Bowring, Joseph H., 114 W. 30th
3 Bennett, Mrs. Hattie A., 317 W. 31th
4 Krimeyer, Fred, 113 E. 88th
5 Fatman, Morris, 11 White
6 Hoberoff, Jos., 59 E. 65th
7 Chisholm, Geo. E., 19 Liberty st
8 Felt, Mrs. Henry L., 218 West 48th
9 May, Edward (P. O. U. S. S. Montgomery, Washington D. C.)
280 Simonds, E. W., 26 Broadway
1 Wolf, Theodore, 42 West 68th st
2 Hafele, Eugene, 235 Ave. A
3 Jacobson, Max, 780 3d av
4 Kenyon, Alan D., 351 W. 114th
5 Jefferts, Frederic R., 36 Washington pl
6 Lodge, D. H., 203 W. 85th
7 Marshall, Franz, 320 Lexington av
8 Nacht, Meyer, 873 8th av
9 Ramirez, Max, 75 E. 81st
290 Sorla, H. J., 546 Broadway
1 Wilcox, E. R. Peekskill
2 Wilcox, W. H.
3 Fleckenstein, Louis G., Kondolf st Rochester
4 Howell, Myron P., L. V. R. R.
5 Okley, George, 24 Spring st
6 Perkins, Albert J., 16 Rundel pk
7 Ferner, Theodore H., 37 Glenwood pk
8 Robert, Josiah W., 715 Gifford Syracuse
9 Brown, Fred E., box 219 Waverly
300 Griggs, John C. Whitestone
1 Kendall, V. T.
2 Cake, John W. Willets Point
3 Bourquignon, Joseph, box 223 Woodside

Over 122,000, OHIO, 13-3102.

Portsmouth C. C.
304 Jones, Ralph W., 104 West 2d st
5 Krieker, Geo. E., Central Sav. Bank
6 Krieker, R. M., 208 East 2d
7 Lahmering, Wm., box 95
8 Ricker, R. C., 107 West 5th st
9 Sanford, Clay V., 63 East 2d st
310 Zoellner, Chas., 135 West 2d st
1 Wurster, Geo. M., 95 West 2d st
Unattached.
2 Brooke, Miss Emily L., 2343 Park av Cincinnati
3 Welker, Chas. F., 14 Henry st Cleveland
4 Blood C. C., 15 No. Centre st Franklin
5 Allen, Roy D. Montpelier
6 Bradford, C. W., Drew, Selby & Co. Portsmouth

Over 122,000, PENNSYLVANIA, 28-24888.

Tannheuser.
317 Mothes, Alfred H., 3004 Poplar Philadelphia
Time.
8 Trueman, W. C., 1940 No. 13th
Unattached.
9 Worklayer, John K. Beaver
320 Moyer, J. S., care Lehigh Valley Nat'l Bethlehem
1 Schnable, Edwin H., Meyers bldg.
Main st
2 Taylor, Robt S., care 1st Nat'l Bank
3 Hager, H. W. Dalton
4 Snyder, Fred
5 Gray, E. W. T. Edgewood Park
6 Cosher, E. M., 728 E. 6th Erie
7 Edgerton, R. P., 536 W. 9th
8 Carter, John Pim, Knox st Germantown
9 Johnson, Edw. T., E. Mt. Airy av
330 Moon, Henry T. Morrisville
331 Evans, Mrs. Hannah T., 1840 Columbia Philadelphia
2 Johnson, Miss T., 2202 No. Colorado
3 Kneller, Maybelle L., 1232 Spring Garden
4 Neide, Wm. H., 1119 Nevada
5 Parvill, George, 20th and Susquehanna
Hospital
6 Rooney, James P., 1222 Hazzard
7 Spratt, Robt., 1827 No. 24th
8 Sanderlin, B. H., 2448 No. 6th
9 Way, George G., 2147 Uber pl
340 Zane, H. Marion, 133 So. 15th
1 Troutman, Miss M. R. Pollock
2 Rice, Jacob Sharon Hill
3 Curriden, D. Bartine, 4914 W. Minister
av West Philadelphia
4 Williams, E. H., Horton and Carv av Wilkesbarre

Over 122,000, RHODE ISLAND, 15-1685.

R. I. Wheelmen.
 345 Winsor, W. H., 285 Canal Providence
 Unattached.
 6 Campbell, Henry F., box 586
 7 Dawson, Chas. S., 35 Douglas av
 8 Whittemore, W. G., 158 Prospect
 9 Brown, Mrs. L. C., box 197 Warren
 350 Brownell, John P., box 400
 1 Collamore, James H., box 270
 2 Crawley, Wm. H., box 144
 3 Crawley, W. P., box 144
 4 Connolly, Dr. Thomas H., box 283
 5 Goff, Jeremiah, box 37
 6 Heon, A. J., box 91

7 Martin, Fred S., box 126
 8 Potter, D. Henry, box 270
 9 Mason, C. B., box 36
Over 122,000, SOUTHERN CALIFORNIA, 3-418.
 Unattached.
 360 Henry, W. J. C., box 367 Pasadena
 1 Melick, W. S., box D
 2 Rogers, H. Clifford, box 161

Over 122,000 SOUTH CAROLINA, 5-157

Unattached.
 3 Dillingham, James, 228 Meeting Charleston

4 Hanahaw, P. G., 276 E. Bay
 5 Robb, Dunbar, 171 Wentworth
 6 Smith, John A., 134 E. Bay
 7 Vielt, E. T., 248 Rutledge av

Over 122,000, SOUTH DAKOTA, 2-51.

Unattached.
 368 Thompson, M. L. Vermillion
 9 Thompson, O. W.

LEAGUE CLUB APPLICATION.

571 Halbe Cycling Club Philadelphia, Pa.

FOR WINTER RIDING.

Since the "cycling season," that was once confined to the warmer months, has been extended



until it now comprises almost the entire year, anything that tends to add to the comfort of cycling in winter will be appreciated by the many who cling to the wheel whenever the weather permits, regardless of the season. The accompanying illustration is from a sketch contributed by T. W. Razoux, Brooklyn, N. Y., and shows the manner in which he utilizes the sailor collar of his sweater, converting it into a hood, when desired, by putting a hook and eye on the opposite corners and fastening over the cap. If the corners of the collar fail to come together, a loop of proper length may reach from hook to eye.

lar of his sweater, converting it into a hood, when desired, by putting a hook and eye on the opposite corners and fastening over the cap. If the corners of the collar fail to come together, a loop of proper length may reach from hook to eye.

AN INTERESTING EXPERIMENT.

At a meeting recently held in Anchorage, Ky., to form a Good Roads Club, Dr. S. O. Wetherbee stated "that he had built a section of road in his vicinity at a cost of only \$800 per mile. In it he had departed from old customs by laying six inches of crushed rock on the top of the clay bed that had been graded with the ordinary grading shovels. The crushed rock had not been screened, but was used just as it had come from the crusher. It has been made long enough to show that it is a success, and has stood the wear and tear better than roads built with a layer of large rock, a layer of finer rock, and all covered with gravel."

THE FUTURE OF ROAD-BUILDING.

The Road Inquiry Office reports that building object-lesson pieces of road in some half-a-dozen sections of the country has proved entirely satisfactory. "The prospect for road-building in the future is so extensive," says General Stone, "that there will be great need of skilled road engineers and inspectors, and if the proposed plan for the establishment of Postal Savings Banks, and the investment of the surplus deposits in road bonds, should be adopted, there may be no limit to road construction,

except in the number of experts available for carrying it on in a proper manner. The Office of Road Inquiry will at all times be ready to co-operate in plans for the training of such experts, either through sample road-building or general instruction, and in this manner effectually to 'assist the Agricultural Colleges and Experiment Stations,' as required by law, 'in disseminating information upon this subject,' to the full extent of its means."

THE FARMER BOY AWHEEL.

From Mercer county comes the disconcerting news that the farmers are conspiring to rid themselves of hired men who ride the bicycle. The farmers, we are told, reason that "any young man who rushes his day's work through so that he can take a 30-mile spin in the evening and on moonlight nights be gone nearly all night, with likely a century run into the bargain on Sunday, is not worth his board on a farm."

When it is considered that heretofore agriculturists everywhere have been sorely harassed with the problem how to keep the boys on the farm, it is much to be deplored that, at the first sign that this problem is solvable, they should begin to set their faces against its solution. The claim that the rural wheelman who looks forward to a spin in the evening is, for that reason, unfitted for his work, is wrong on its face. As a matter of fact, the converse is generally true. The wheelman, who sees an invigorating evening's sport ahead of him when his day's work is done, has manifestly more cause to be content with his lot and therefore to throw his whole heart into his labor than the spiritless fellow who finds no means of varying the monotony of existence. This holds good in the case of clerks and professional men as well as in that of farm hands. As the proverb has it, "All work and no play makes Jack a dull boy."

If the farmer is wise he will commit no such folly as to antagonize the wheel. The advent of that great solace of lonely manhood affords what seems to be the first really effectual substitute for the attractions of urban life, and it is absurd to suppose that its use would lessen the capacity of any man for labor. Let the boys ride wheels if they want to and one-half the difficulty of keeping them on the farm and getting the maximum of work out of them during legitimate working hours will be overcome. — *Pittsburg Leader.*

QUERIES AND ANSWERS

SEVERAL: — Full information regarding the re-numbering of League members may be found in the official pages of the L. A. W. BULLETIN dated Jan. 14.

No. 88,798: — F. S. Hesseltine, 10 Tremont street, Boston, is the American representative of the Touring Club de France. Address him (with stamp for reply) for information regarding cycling in France.

No. 155,759: — Any cement that is gotten on rim or outside of tire, when putting a tire on a wheel, may be easily removed by rubbing with a cloth moistened with naphtha. Do not use too much on the tire, and rub the tire clean and dry.

A. J. B. wishes to know what muscles of the body, particularly of the upper part, are developed in cycling, and how many miles per day one should ride in order to keep in condition.

BY THE WAY.

"I have it in for that Henry George crowd."

"Why?"

"I was compelled to walk seven miles by a single tack, sir."

J. O. M.



HIGH NOON.

THE opinion is pretty general that the stage does n't need elevating half so much as the hats in front of it need depressing.

The new cures for diseases, which some of our doctors are discovering, are more than offset by the new diseases other doctors are bringing to the public's notice.

No. 162,272 says: "If there was music at the first 'dress' affair of which there is any record, and it was in keeping with the occasion, it is fair to presume it was 'Nothing but Leaves.'"



STRIKING HIM FOR A RAISE.

DON'T put calico trimmings on a silk bicycle. A good wheel should have all the accessories to match.

"What's in a name? A rose by any other name would smell as sweet," and a bicycle is none the less enjoyable because the Japanese call it a "jitsensha."

A Word of Warning.

To have your wheel all right next spring
Protect it now from rust,
Or when you go to ride the thing
It's like to up and "bust."

THE TEN BICYCLE COMMANDMENTS.

I.

Thou shalt have no other toys before me.

II.

Thou shalt not ride through the streets with me dressed in any old soiled and ragged togs that may be fished out of a closet, but shall keep thyself neatly clothed and clean and look genteel and civilized rather than like a tramp.

III.

Thou shalt not take up all of the road, but, in riding, keep to the right and make all others do likewise.

IV.

Remember the Sabbath Day to keep it holy. Six days shalt thou ride and do all thy roistering, but on the seventh day, which is the Sabbath, go not forth on loud talking, gum-chewing or otherwise boisterously objectionable expeditions. Ride, if thou ridest at all on the Sabbath Day, quietly, decently and with a decorous bearing.

V.

Honor the city ordinances and the policemen and hide not thy light under a bushel.

VI.

Thou shalt not scorch.

VII.

Thou shalt not "hump" over the handlebars and look like a monkey.

VIII.

Thou shalt not steal (addressed particularly to "bicycle editors").

IX.

Thou shalt not bear false witness against thy neighbor's performances or his records.

X.

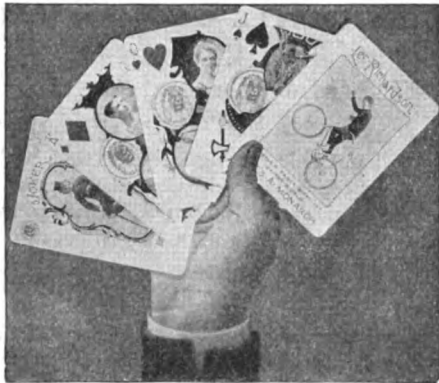
Thou shalt not covet thy neighbor's bicycle, nor his wife's bicycle, nor his costume, nor her bloomers, nor his cyclometer, nor his saddle, nor anything that is thy neighbor's. — *Chicago Times Herald*.

It is not to be wondered at that young couples on skates love to steel away.

AFTER all, it was indeed a most merciful thing to let Moses pass away without knowing of the many mistakes we have since found out he made.

THE free-thinker may be bad but the free-talker is apt to be worse.

MONARCH PLAYING CARDS



Illustrating Lillian Russell, Tom Cooper,
Lee Richardson and Walter Jones.

Sent postpaid for nine 2-cent stamps. Special dozen price to clubs.

Send for our '98 high art catalogue.

MONARCH CYCLE MFG. CO.

Lake, Halsted and Fulton Sts., Chicago.

CLIPPER

SPECIALS

These bicycles are very expensive to build, and must

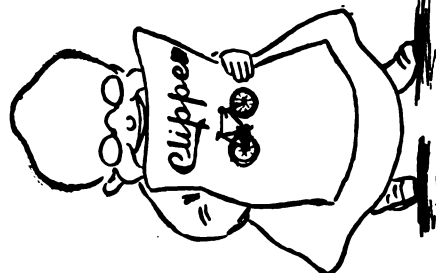
BRING GOOD PRICES.

We are preparing to make them in large quantities, which enables us to make the Net Price Lower than when built to order.

IN 1898

Our facilities will be greater and our product larger. Clipper quality will be the same (better if we CAN improve it).

The Special Clipper has no competitor, even at a much higher price.



N. 44-98.

THE CLIPPER PEOPLE, Grand Rapids, Mich.

CHAIN OR GEAR

**There are Chains
and Chains**

"The friction with the best roller joint chain varied from $\frac{1}{4}$ to $\frac{1}{2}$ of one per cent., and this result was obtained not only with a new chain, but with a chain that had been ridden for over 2,000 miles by a rider weighing nearly **Two Hundred Pounds.**"

PROF. R. C. CARPENTER,
Dept. Mech. Engineering, Cornell University.

THE CHAIN ABOVE REFERRED TO IS THE

Morse Roller Joint Chain



Further particulars sent free on
application to the

MORSE CHAIN CO.

Trumansburg, N. Y.

**THE ONLY
...MONEY...**

that any manufacturer, jobber, whole-sale or retail dealer can hope to get must come out of the consumer.

No wise dealer will lay in a stock of any kind of goods for which there is not a demand. No real demand can be created except through the consumer.

That is why BULLETIN advertisers get results. The paper is read by over

300,000 CONSUMERS.