

# THE BULLETIN AND GOOD ROADS



OFFICIAL ORGAN  
OF THE LEAGUE OF  
AMERICAN  
WHEELMEN.

"The Road is a  
creation of man  
and a type of  
civilized  
society."

Vol. XXVII. Boston, January 28, 1898. Number 4.



ROADWAY NEAR CHILDREN'S PLAYGROUND, FAIRMOUNT PARK, PHILA.

Photo. by R. F. Jeffcott, Darby, 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, 102,277.

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# THE DEMAND FOR Sterling Bicycles

"BUILT LIKE A WATCH"

this year will exceed all former seasons. The amount of newspaper, magazine and personal advertising we are doing, coupled with the Sterling's actual worth, will stimulate Sterling sales to such an extent that no where can a Sterling Agent complain of "dull times." If we have no representative in your vicinity, write quick for the agency. . . . .

CATALOGUE FREE.

## STERLING CYCLE WORKS,

274, 276, 278 Wabash Avenue, Chicago, Ill.

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

New York Agents: Schoverling, Daly & Gales,  
 302 Broadway, New York.

### Prepared for It.

'T was up in bleak Alaska and the day was piercing cold, A lot of men had lost their way in seeking after gold. And to their very bones the frost seemed just about to bite When one among the number swore he was n't cold a mite. And sure enough to him it seemed like Summertime for he Had formerly "kept comp'ny" with a Boston girl, you see.

### THAT \$20,000 CYCLE PATH.

In the Jan. 7th issue of the *L. A. W. BULLETIN* it was stated that an Ohio Division League member offered to build a three foot cycle path from New York to San Francisco for \$20,000, his offer to hold good for forty days only. Path to be completed in a year. As a result of the paragraph one member sent a dollar and several others wrote they were ready to do so. One member says, "make the path six instead of three feet wide and give the Ohio genius \$100,000. Another says "If the gentleman will furnish an approved bond for the faithful performance of the contract in the sum of \$250,000, I will furnish the \$20,000 that he asks for." All that now remains to be done is for these gentlemen to get together and arrange the bond-and, subsequently to build the path.

P. S. The dollar sent us has been returned.

A party of English cyclists who met a road hog in the person of a milkman impressed the incident upon his hogship's mind by taking his horse out of the shafts and emptying his milk-cans in the ditch.

### FOR EUROPEAN TOURISTS.

EDITOR L. A. W. BULLETIN:

Sir, — Will you kindly make the announcement that all cyclers passing frontiers on the Continent of Europe, but not Great Britain, must be furnished with a member's ticket in some European touring club, to avoid the payment of customs duty. C.T.C. members are passed with the least formalities. The American representative of the Club is F. W. Weston, Savin Hill, Boston, who will furnish all information. We hope shortly to perfect arrangements by which L. A. W. members also will be passed on presentation of their tickets. I am yours,

J. PENNELL,

Foreign Marshal L. A. W.

### CYCLING IN EUROPE.

Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C., is the Foreign Marshal of the L. A. W. He will be glad to answer all questions regarding touring in Europe, with which he is thoroughly acquainted. If you contemplate going abroad and desire to correspond with Mr. Pennell, write to him but do not forget to enclose a stamp for the return of your answer. And, again, do not ask a number of questions that, with a little thought and research, you can determine for yourself.

"WHERE do newspaper lies start?" Maybe printers set type and hatch them.

**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.

**THE MYERS  
BICYCLE  
STAND**

**AND HOME  
TRAINER**



Recommended  
by phys-  
icians  
for  
indoor  
exer-  
cise.

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.

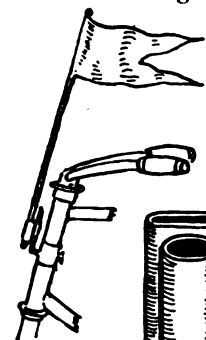
F. E. MYERS & BRO., Ashland Ohio.  
ASHLAND PUMP & HAY TOOL WORKS,

#### A Misnomer.

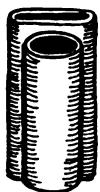
He may not have a friendly mug,  
But when we come to think we find  
Of all the breeds of dogs the "pug"  
Is least pug-nacious of his kind.

#### SIMPLE FLAG-STAFF HOLDER.

An idea for a simple, neat and inexpensive flag-  
staff holder is given by A. T. Slater. He says to



No. 1.

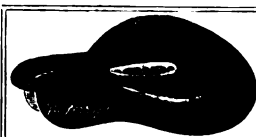


No. 2.

fitted it will serve every pur-  
pose, and the cost is so small as to hardly be worth  
mentioning.

Some one, fond of figures, estimates that there are  
ten million bicycles actually in use, and that it would  
take them nearly a year to pass a given point, at the  
rate of thirty a minute, and moving day and night.

"IT'S ALL SOFT" "\*\*\*\*\*" "IT'S ALL SOFT"



**THE PERRY.**

**Long  
Journeys**

Can only be taken with  
ease and comfort when the  
rider has his mount equipped with a soft, sensible seat. The  
PERRY has more good talking points to appeal to the con-  
sideration of the rider than any other saddle on the market.  
It is fitted with a pneumatic cushion throughout. That is  
its best talking point. If you doubt our word, ask any  
PERRY rider for a testimonial. He won't expect us to  
give him a new saddle for his endorsement, either.

CATALOGS FOR THE ASKING.

**THE HARRIS TOY CO., Toledo, O.**

"IT'S ALL SOFT" "\*\*\*\*\*" "IT'S ALL SOFT"



...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.

#### EGGS versus BICYCLES.

That eggs require as careful handling as bicycles,  
by transportation companies, No. 130,607 thinks  
cannot be disputed. On the Boston and Bangor  
steamers he says "fifteen cents is the rate charged  
for a case of eggs and one dollar for a bicycle."  
Before he took his wheel on their boats, it was, he  
says, perfectly fresh; but, "after two voyages on the  
steamer it had a second-hand appearance, caused by  
the deep gouges in the enamel." Therefore "if no  
other method will remedy this evil, let us get up a  
mass-meeting, and call upon the company, and let  
them see that we do not approve of our treatment."

To THE cost of making a bicycle must be added  
the cost of selling it, which is an important item, as  
those who have embarked in the business well know.

A MASSACHUSETTS member says that if the re-  
lationship of the door to the door-mat is that of a  
step-farther it must follow that the mat is a steps-on.  
We'll let it go at that.

The meanest thing earth can reveal  
Is a road hog mounted on a wheel.

WHEN impertinent salesmen make fun of their  
country customers it may be called "the shoppers  
guyed."

Toll gates are highway obstructions.

1898 ——— SAMPLES NOW READY. ——— 1898

## "The Northampton"

**\$40 ... \$50 ... \$65**

—"THE SLICKEST WHEEL THAT WHIRLS."—

**Good Terms to Good Agents.  
You Want Us. We Want You.  
Answer P. D. Q.**

**NORTHAMPTON CYCLE CO., NORTHAMPTON, MASS.**

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., N.Y. city. Sole Exporters

"19 year old"

## Rambler

BICYCLES

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

Agents Wanted.

**GORNULLY & JEFFERY MFG. CO., Chicago.**

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

## EFFICIENT.....



YES, IT IS THE

### Morse Roller Joint Chain.

A chain having **no friction** at all would transmit 100 per cent. of power applied. The Morse Chain transmits, by **actual tests**, 99 1/2 per cent. of the applied power. Send for catalogue and copy of tests to

**MORSE CHAIN CO., Trumansburg, N. Y.**

## The Best Lamp in the World **Solar**

for Bicycles and  
Carriages is the

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

THEY ARE THE

### LAMPS TO BURN

ACETYLENE GAS.

**CANNOT** Jar or  
Blow **OUT.**

**NO** Dirt, Smoke,  
Danger, Grease.

Throws light 100 feet ahead and cannot explode. Price, with one can of carbide, **\$4.00**. Sent prepaid to any part of United States on receipt of price. Write for 16-page Catalogue.

**THE BADGER BRASS MFG. CO.**  
**Kenosha, Wis.**

### THE CHANGE OF TIME.

In overhauling some old papers recently City Clerk Stewart came across an old petition addressed to the council of Jacksonville, Ill., and signed by many prominent citizens. The paper is not dated, but is evidently quite old and is of special interest to bicyclists. It is to the effect that "we, the undersigned citizens of Jacksonville, most respectfully petition your honorable body to pass an ordinance to prohibit the use of bicycles and velocipedes upon the public streets of the city of Jacksonville, as the same is dangerous to foot passengers and a serious cause of fright to horses." Among the fifty names of prominent citizens appended are several gentlemen who now ride wheels with the greatest enthusiasm. — *Exchange*.

THE type-setter is a fortunate fellow, for the harder he works the more he takes his e's.

THE greatest victor is not the one who never falls but he who always rises again.

### BITTER-SWEET.

NIXON WATERMAN.

JUST a few tears sprinkled in with our laughter,  
Just a few clouds in the blue of the sky;  
Showers make brighter the shine that comes after,  
Smiles are the sweeter that follow a sigh.

Just a few griefs in the midst of our gladness,  
Only for toil there could never be rest.  
Songs we love most hold a shadow of sadness,  
Joys that are touched with a sorrow are best.

Just a few graves in a land of the living,  
Just a few moans in the midst of our mirth.  
Just a few wrongs and the bliss of forgiving  
Bring the heart glimpses of heaven on earth.

A MAN who wishes to go touring the worst way  
should not ride a bicycle, for that's the best way.

When ships in battle rout the foe  
'Tis then we hear the best crew crow.

CONSIDERING the condition of contestants at the  
finish we think they should be called sick day races.

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

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

Subscription to this paper, 25 cents EXTRA.

We want to enroll the largest possible number of subscribers who will take the paper **because they want it**. It is a positive disadvantage, however, to both the L. A. W. and myself to receive more than one subscription from the same family or to send the paper to persons who, for any other reason, do not make use of each copy received.

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

STERLING ELLIOTT.

# 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 only . . . . . .25

Editor: **STERLING ELLIOTT.**

Associate Editors:

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

**JANUARY 28, 1898.**

## WHAT MUST WE DO TO BE MEMBERS?

STERLING ELLIOTT.

THE question of who may become members of the League of American Wheelmen is one that will come in for fully its share of attention at the annual meeting at St. Louis, next month.

I believe that we should try to be consistent, at least, and in order to do so we must either take in the reputable man who rides a bicycle for money or keep out many of the people who under our present rules are eligible to join.

A very worthy gentleman, (living in a small New York town), who is one of our most respected members, said to me, some time since, —

"Mr. Elliott, do you believe we ought to encourage barbers to join the League?"

His question amused me, and I naturally asked for more light.

Said he: "The man who cuts my hair has frequently intimated that he would like to join the L. A. W., and I have so far thought best to leave him out."

"What sort of a man is he?" I asked.

"Well," went on the v. w. g., "he is an industrious fellow, owns his own shop, employs two other barbers, and is comfortably well off; lives in his own house and is respected, so far as his character

Total number printed this week . . . . . **107,000**

Sent to paid Subscribers . . . . . **102,277**

Samples to Advertisers, Exchanges, etc. **4,723**

is concerned. But I had thought the organization would suffer in our town if it was known that men of that class were admitted."

The above is an accurate statement of one extreme. There are many of our people who hold such views, though, as compared with our total number, they are not numerous enough to control the organization.

I do not believe that the barber who cuts hair, if he does it well, is in any sense inferior to the society man who "cuts ice," or the editor who cuts his copy, without credit, from some other publication.

If it is a question of money the professional racing man cannot always be left out of the calculation.

If it is a question of manners he will frequently compare with the best.

And if, as someone has suggested, it is a question of perspiration, give me the man who races with his street clothes off and who, after a bath and a "rub-down" comes clean and healthy to the hotel table, in preference to the one who scorches on the road and then comes "reeking" and blames the landlord if he is not allowed to sit at the first table with the elect.

I have listened attentively to the arguments which have been made on previous occasions against the admission of professionals, or, at least, those who are *known* to be professionals, and I am inclined to think that they are not well founded. (I refer, of course, to the arguments).

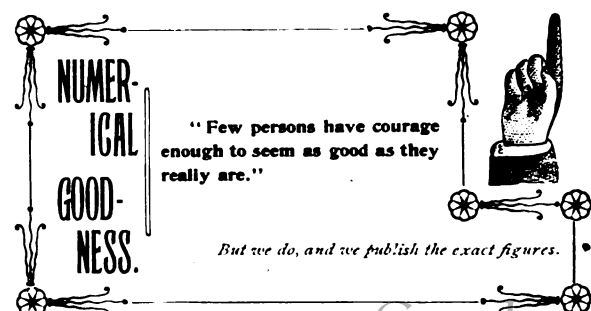
Let us, by all means, keep out objectionable people of whatever class, but let us carefully consider whether there are not many professionals who are not in any way objectionable.

In other words, let's erase the word "amateur" and retain the word "character" in italics.

## JUDGES, HERE AND ABROAD.

Another idol shattered! Another bright hope gone glimmering down the dream of things that were! Another sun whose shine has suffered an eclipse!

We have always felt sorrowfully aware of the fact



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



Fairbanks-Boston Laminated are the highest grade **WOOD RIMS** 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.

**HOW** to make money with a **Magic Lantern or Stereopticon** is explained in 250-page catalog describing apparatus & Views free. **McALLISTER**, Mfg. Optician, 49 Nassau St., N. Y.



**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.

### RIDE THE CHRISTY SADDLE.

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

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.

that our country is a few chips shy on monuments such as are to be found so numerously in Europe, and almost invariably erected in memory of someone who "repulsed the enemy with fearful and bloody slaughter." We have half-confessed to ourselves we shall never be able to produce anything in literature quite so pathetic as England's comic papers. But we have indulged in the joyous thought that when it came to freak decisions on the part of those whose duty it is to sit in judgment on offending cyclists, we held a monopoly on the whole rare and racy product.

But it seems that in this we are to be disillusionized. Germany is our competitor, if, indeed, not our victor along this line.

At Breslau bicycles are forbidden on certain streets. A rider, going along a street where they are allowed, followed it across a prohibited street, and was arrested in the middle of the road. He asserted that he was in one street, the policeman that he was in the other, the lower court that he was in neither and should not be fined, and the upper court that he was in both, therefore on the forbidden street, and must pay 25 cents.

Now have the bright, wide-awake law-givers of our own country done anything better than that? We fear not. But they are still at it, and there is really no way of telling what they will finally accomplish.

## 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

**For 25c.** we will send you a **Set (4) Straus Pedal Converters**, which can be applied to Rat Trap Pedals, converting them into rubber in a second, and which can be as quickly detached; they fit all pedals and are small enough to be carried in a tool bag or pocket. **For 10c.** we'll send a **Set of Shoe Protectors**; they prevent the sides of pedals from "nicking" shoes. **For 20c.** we'll send a **Set of three Handle Bar Buffers**; they prevent the frame enamel from being marred when the bar swings around.

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

**BICYCLE SADDLES or Handle Bars Exchanged.** All makes or styles. Sold on 10 days' trial. Largest assortment in the U. S. Write for list. Unsatisfactory Bars or Saddles in good condition taken in exchange. Address, **PHILA. MD'SE CO., Phila., Pa.** Dep't A.

**BICYCLE SADDLE EXCHANGE,** Every known make of saddles Sold, Exchanged, or Sent put together in such a manner as to puzzle the best. Sent to any address for 15 cents. Address orders to **N. M. STAUFFER, Kissel Hill, Pa.**

**ON TRIAL.** We have about 100 **CHRISTY SADDLES \$2.25 each.** Christy Saddles which have been used a few times and are soiled, but otherwise perfect. Price as above until all sold.

**...THE... LEADER FOR '98.** **THE UNITED BLOCKS** is the Puzzle of the age. It consists of two blocks put together in such a manner as to puzzle the best. Sent to any address for 15 cents. Address orders to **N. M. STAUFFER, Kissel Hill, Pa.**

**GOOD LUCK CYCLOMETER**—WITH 1898 IMPROVEMENTS.

Two Styles of Bracket.

Registering miles, kilometers, or versts for 24, 26, 28 or 30-in. wheels.

For Catalogue and Prices, address

**BUFFALO METER CO.**  
365 Washington St., Buffalo, N. Y.



### AN AID TO HOMEKEEPING.

We hoped to run, in small type, at the head of this article, some poetic quotation telling us how inconsistent are women; but, though we have spent some time searching for such lines through a nice, leather-bound, gilt-top book that cost us two dollars, we have found none. But, no matter. We'll let it go at that. Women are inconsistent and everybody knows it. We cannot just here and now call to mind any argument to prove the statement, but we believe it will go unchallenged. We hope so. But there are some degrees of inconsistency that even a woman will not dare to affect.

It is a well-known fact that the average woman, by properly riding the bicycle day after day, can become a good long-distance rider and an expert hill-climber. As a matter of course, the work of propelling the machine is tiresome for a while, but by and by it becomes pleasant exercise and finally it is real play. The daily exercise which is the source of her increasing strength constantly lessens the length of miles and the grade of hills. The bicycle, being the best of all-around exercisers, strengthens and develops every part of the body, and at the same time it cheers and builds up the mind.

So a woman who is a proper rider of the bicycle should not only have good health but good nature.


**"DUBLEOOK" BICYCLE HOLDER.**  
(Trade Mark and Patented.)  
Fine for storing one or more wheels, and for easy cleaning it can't be beaten. Nickered and complete as shown. Sent postpaid for **50 cts.**  
GRAHAM-WOODWARD EQUIP'T CO.  
26 Cortland St. - - New York.




**THE "BRAGGER" LAMP** is Guaranteed not to jar out.  
**HITCHCOCK LAMP CO.**  
For sale by all dealers. Catalogue for the asking. Watertown, N. Y.



**GET SAMPLES** of the best Lubricant, Cleaner and Rust-Preventive for Bicycles, Guns, etc. **3 in One**  
Contains no acid, will not gum. Send 2-cent stamp for sample bottle. Ask your dealer for it.  
**G. W. COLE & CO.** (Room A3), 111 Broadway, New York.



**The Seat Ideal for the Ladies' Wheel.**  
The centre is lower than the side of the saddle. And the rider no more has a thin ridge to straddle.  
**THE WHEELER SADDLE CO.,** Detroit, Mich.



**POULTRY PAPER**, illustrated, 20 pages, 25 cents per year. Four months' trial 10 cents. *Sample Free.* 64-page practical poultry book free to yearly subscribers. Book alone, 10 cents. Catalogue of poultry books free.  
**Poultry Advocate, Syracuse, N. Y.**



**\$1.00 BUYS THE**  
**Burdick Cyclometer.** MADE BY EDW. MILLER & CO. Meriden, Ct.  
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.



And now just fancy such a woman complaining because she has to walk up and down the basement stairs on the way to and from the task of fixing the furnace fire. Oh, she'd never dare to do so; for did n't she scorch up hills a mile long, last Summer, and say it was fun? And did n't she used to boast of the fact that she could inflate a tire or repair a puncture just as well as any man? And, goodness knows! it requires more skill to do those things than it does to build a fire in a kitchen stove or to wash dishes.

One morning a nice, old Quaker gentleman went, with his son, to hoe corn. And the nice, old gentleman said, "John, if thee will keep thy row up with mine today I will give thee a shilling." And John did it gleefully. The next morning, when they went to hoe, the nice, old gentleman said, "John, if thee dost not keep thy row up with mine today, I will give thee a thrashing."

It would seem that the women of the present time have been tricked, by the subtle bicycle, into a confession that, with the proper kind of exercise, they may become possessed of such health and muscle as will enable them to perform the duties of homekeeping with the same degree of ease and comfort with which they ride a century.

THE buy-cycle season is near at hand.

Patented May 11, 1897.  
**BERNASCO ADJUSTABLE BICYCLE SADDLE.**  
No freak, but all common sense. Built on entirely new principle. Send postal for circulars. Price **\$3.50**, sent C.O.D. with privilege of inspection.



WM. B. RILEY & CO., 324 and 326 Market St., Philadelphia.

**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.

**U. S. TRIP CYCLOMETER**  
Made for all sizes, 20 to 50-inch wheels. Polished Nickel or Antique Copper finish. Easiest to read—largest figures. Fully guaranteed.  
Price, \$1.25.  
**U. S. MFG. CO.**  
Fon Du Lac, Wis.



**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.

**MOULTON CYCLE TRIAL MACHINES, HOME TRAINERS, CYCLE INSTRUCTORS.** CREST MANF. CO. DORCHESTER, MASS.



## THERE CAN'T BE MANY.

Some members have perhaps been so unfortunate as to have bicycle repairs made by men who proved not only incompetent but dishonorable. There are such in every trade, and anyone is likely to fall in with them. One species of dishonesty lies in causing accidents in order to secure the job of repairing them. The little dog that was trained to rub his dirty paws on the shoes of passers-by pursued a dishonest means of securing "shines" for his master. Stories have been told of repairmen throwing wire and nails in the road in order to cause punctures that would bring them trade, but it has been difficult to prove that such things were actually done. No. 87,135, however, says that he has known instances of it, and, therefore, draws the conclusion that the "inhuman depravity" of scattering such tacks as were described on January 7th may have emanated from such a source. He advises riders to keep their eyes on repairmen and dealers "who may not be above suspicion."

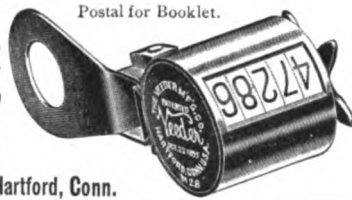
Since the freeing of the turnpikes in central Kentucky travel has doubled over those roads, and the railroads have lost so much traffic that they are said to be considering a reduction in rates.

THE age of good roads. Drain-age. Digitized by Google



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.

## FREE=\$75.00 BICYCLE

We will give one of our 3-crown "Manson Model 33" wheels (ladies' or gents') to the person sending us the best four-line verse or verses (not over four verses) containing the words "**Manson 3-Crown, Model 33, Seventy-Five Dollar Bicycle.**" Send us your poetry and if it merits reward you will get one of our \$75.00 wheels free. *No other condition necessary.* Mr. Wm. H. Arthur, chief consul Ill. Div. L. A. W., will act as judge. This contest closes April 1, 1898.

See next issue.

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

The light that never fails.



### The Adjustable Electric Bicycle Lamp

Ask your dealer to show it to you.

**Price \$5.00, prepaid.**

Dry battery. Guaranteed in every way. Agents wanted. Send for illustrated catalogue. Also carriage, house and watchman's lamps.

**ACME CO., 10 S. 5th Street, Philadelphia, Pa.**

If you want Solid Comfort, see that you have a



## "RUSCH" SADDLE

ON YOUR WHEEL.

They Conform to Your Shape.

Agents, send for '98 Catalogue.

**RUSCH BICYCLE SADDLE CO., 91-93 Thompson St., 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.

### ELECTRIC WELDING.

It is claimed by an English company that their new process of electric welding and brazing makes the method practicable in small as well as large works, and can be used for welding wrought iron and steel, cast metal work, cycle brazing, general brazing, railway work, cable manufacture, trolley work and for tempering tools. The apparatus consists of "a carbon holder and a pair of carbon electrodes. In using the apparatus an arc is struck between the electrodes and, owing to the material of which these are made, and their arrangement in the tool-holder, a powerful flame, like that of a gas blow-pipe, but of much greater range of temperature, is projected from between the adjacent ends of the electrodes, and is directed upon the material to be heated."

### A PENNY-IN-THE-SLOT PUMP.

If the expectations of the inventor are realized, wheelmen will be able hereafter to get all the air they need "on tap" in all towns, by the roadside of traveled highways, and in all spots where cyclists

## 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.



### "Comfort Bicycle Carter

Neither binds or slips. The only garter of its kind on the market.

Ask your dealer, or send 25 cts. for plain, or 50c. for cloth or velvet covered.

Wanted, good agents in every town to handle our line. Will mail you samples on receipt of 25c. Write for trade discount

Pat'd Sept. 17, 1895. No. 546,420.  
May 12, 1896, No. 559,970.

**COMFORT CARTER CO., 415 Broadway, New York.**

## SA-YO Mint Jujubes

Quickly relieve Coughs and Throat Irritations.

**5 CENT PACKAGES.**

On sale everywhere.



congregate. A "penny-in-the-slot" machine has been invented which, after depositing your coin, and pulling out a lever, furnishes an ample supply of air. These machines are said to be inexpensive to construct and reliable in operation. The plan is to have them placed everywhere at convenient spots, and make but a small charge for their use. Besides bicycle tires, they would prove useful for inflating the tires used on many carriages, and on horseless vehicles.

### EXPECTS TO RIVAL THE BICYCLE.

At last, if reports may be credited, a possible rival to the bicycle has appeared, and it is a pneumatic skate on which it is possible to travel with ease fifteen miles an hour. To a steel frame are attached two small forks, carrying miniature bicycle wheels five inches in diameter. Special shoes are required, and a leathern anklet running half-way to the knee completes the attachment.

It is said to be necessary to have instruction in the use of these skates, as they are difficult to master, and it is almost impossible to stand still on them. They can be used on almost any hard road, and excellent speed obtained from them. Prices are twenty-five to thirty-five dollars per pair — as much as many bicycles. If they meet expectations, and the price is reduced, they are likely to become popular.

An English paper says that a cat jumped into the spokes of a wheel ridden by a seven-year-old boy, who was thereby thrown, and struck on his head, dying soon after.





**98**

**CLEVELAND BICYCLES.**

Standard for Quality, and  
More Popular than Ever.

**A SPLENDID RECORD!**

We Introduced the....

- FIRST safety bicycle of standard type.
- FIRST bicycle of light weight and narrow tread.
- FIRST cross-thread fabric tire. Strong and resilient.
- FIRST bicycle chain with hardened block and pin.
- FIRST dust-proof, ball-retaining bearing. (Burwell).
- FIRST bicycles with frames built of large tubing.

OUR '98 FEATURE:—Improved Burwell bearings with self-oiling device. On Cleverlands only.

... '98 MODELS, \$50, \$65, \$75...

H. A. LOZIER & CO., Mfrs.,  
Catalogue "T" free. Cleveland, Ohio

NEW YORK, BOSTON, PHILADELPHIA, SAN FRANCISCO, LONDON, PARIS, HAMBURG

### TRAIN MORE ROAD ENGINEERS.

The suggestion that the money deposited in Postal Savings Banks, if established, should be loaned for the purpose of building good roads has been favorably received in most quarters; but F. H. Ray, a pioneer good roads man of Montana, thinks that public debts are already large enough, and that more knowledge of the best methods should be acquired before undertaking such general and elaborate work. He says:

"Ignorance is far more responsible for bad roads than lack of expenditure. Without disparagement of the many honest, well-meaning road officers, the fact remains that road funds are largely misspent because officials have had no adequate training for such work. Many road reformers believe the imperative prelude to a general system of good roads, economically constructed and well maintained, is a sufficient number of resident, competent road engineers and country road supervisors, and that no bonding should be considered before a county has road officers who demonstrate their ability by building a few miles, at least, of permanent good roads with the funds annually raised by taxation.

"How is it possible to use road funds wisely, over extensive area, until a majority recognize that special skill is required for that work, and elect thoroughly qualified officials? Is not the most urgent need, therefore, for competent road-builders, instead of greater expenditure? Would not efforts to provide

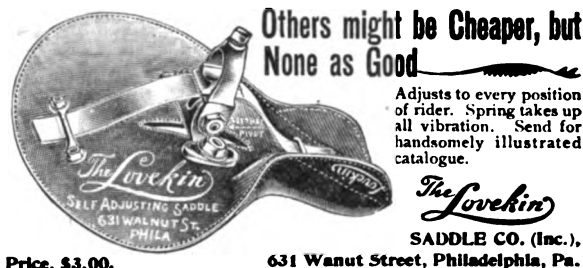


Our New Kit, containing this repair tool, plugs and cement, free with every pair of Newton Tires, or sent postpaid to any address on receipt of 50 cents in stamps. Descriptive Circular on application.

### THE NEWTON RUBBER WORKS,

132 Lake Street,  
CHICAGO.

123 Pearl Street,  
BOSTON.



Others might be Cheaper, but  
None as Good

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

**The Lovekin**  
SELF ADJUSTING SADDLE  
631 WALNUT ST. PHILADELPHIA

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

Price, \$3.00.

such trained officials yield far more satisfactory and less costly results than creating road debts? If every State had one or more schools doing what the Agricultural College of Rhode Island is accomplishing, viz., giving a practical course in road-making, and if in addition, after, say 1899, no one was eligible to a road office who had not graduated with a good record from such schools, would not the great obstacle to better roads be removed? . . .

"Finally, counties that are equipped with competent road officers should, before borrowing, exact a cash instead of a labor road or poll tax, and remove the discrimination which exempts men aged forty-five and up. If, then, the community wish to bond, they should observe two precautions — first, place the interest burden only on those lands benefited by the improved highway, and, second, make the bonds short time and payable in legal tender."

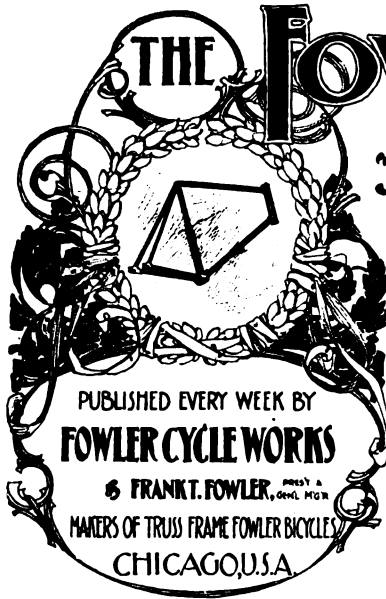
Somebody lately said that in Paris the wheelmen were called "the chartered libertines of the streets"; but it now turns out that this offensive term was not applied to them, but to the reckless and irresponsible cab-drivers.

HONEYMOON tours on bicycles promise to be popular in Europe this season and may not be infrequent here.

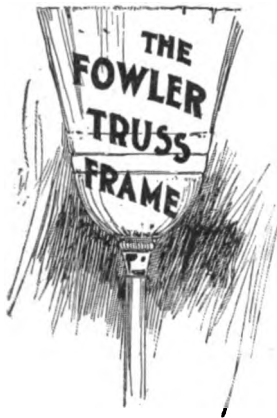
THE Austrian, Dutch and Swiss Touring Clubs have accepted the offer of reciprocal membership with Cyclists' Touring Club of England.

"THE MUDLARKS" is the name of a popular London cycling club.

A NEW cycle track has been completed at Saigon, Cochin China. Broken China records may now be looked for.



EDITOR:  
UNCLE THOMAS.



\$

## SIDE TALKS

By FRANK T. FOWLER.

The price of the '98 Fowler is \$60. The maker of a high-grade wheel who charges more than \$60 does so for one of two reasons:

(1) Either he guesses at the cost of his product and is making immense allowance for "incidentals," or else

(2) He wants more than a legitimate profit.

The Fowler Truss Frame Bicycle at \$60 is a wheel with materials as good as anybody's, and far better than the average

# THE FOWLER TRUSS FRAME

devoted to the interests of  
*"The Fowler"* BICYCLE AS MADE BY FRANK T. FOWLER

Volume I.

Number 2.

found in wheels that list higher; with the highest priced equipment obtainable, with a name on which \$236,000 or more has been expended in four years to establish a favorable reputation.

It is known—with probably two exceptions—as well as any wheel in the world, and its like was never before offered at anywhere near the price here named. It is high grade, every ounce of it.

Remember, too, that the policy of the Company that makes it is dictated solely by one man, and that man is

## FRANK T. FOWLER,

The man, the maker, the seller, who knows personally more agents, dealers and riders in the United States than any one else in the business,—the man who treats every one right when given a chance, but who will hit back at a wrong with all his power.

By the way, the people who don't like Frank T. Fowler are those who don't know him.

Funny, isn't it?

Of course, his competitors have eminently good reasons for the bias of their opinions. When a strong man elbows his way through a crowd and gets safely beyond, it is natural for "the elbowed" to feel "hurt"!

Here is a real fact: No agent, dealer, rider, business man or friend can truthfully say that Frank T. Fowler ever took advantage of him to the amount of one cent. He looks one straight in the eye in talking in person, and, in a way, he also does this in these type-talks.

Now, you know what we think on the price question, and where we stand in Quality (always "with a capital Q"), and something of our business policy.

Won't you be equally straightforward and prompt?

Write at once to the man who says "Yes" or "No" in all the affairs of the Fowler Cycle Works; who makes the wheel you are asked to handle—the Fowler Truss Frame Bicycle. Write to me!

Yours cordially,  
FRANK T. FOWLER.

## About The Chainless

Our large testing and experimental laboratories are, at this writing, filled with skilled mechanics, half crazed by the difficulties attending the construction of cog-wheels.

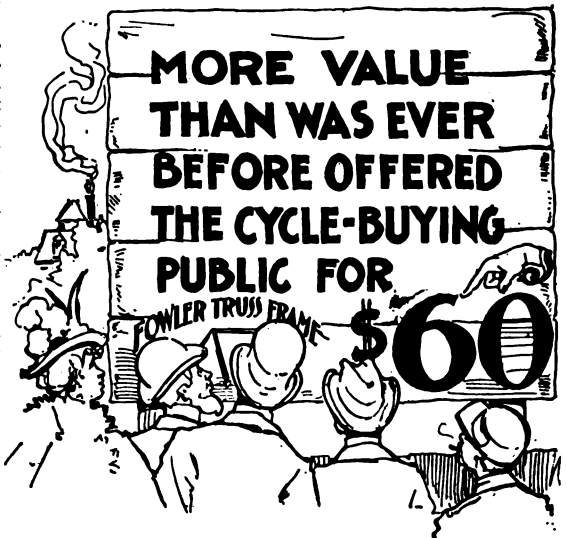
They look nice, but it is funny—when these wheels got out into practical use they ground, snapped, cracked, and rode like log-wagons up hill or when called on to do the work of an every-day bicycle, and, do you know, when the frame got a little out of alignment in shipping or in use, it—well, it's awful to confess—but it **didn't go at all**.

We will be frank with you in this matter, and keep you posted as to how the Chainless progresses.



P. S.—When Fowler trusts his name on a chainless, it will be a **chainless bicycle**, and fill the niche that a chainless should fill.

Fowler: never experiments with the public pocketbook. No guess-work about Fowler. That is why a brand new Fowler wheel (worth \$100 when based on competitors' guessing or big profits) sells for \$60. See?



## A BOSTON BOY'S POCKET.

JOE LINCOLN.



**E**MERSON Thoreau Beacon Street  
Is a typical Boston lad,  
A type of all that is good and  
sweet  
And nothing that's coarse or  
bad;  
His high-bred manner never fails,  
And pure is his rhetoric,  
And he loves to read his nursery  
tales  
In original Arabic.

Little Emerson's pockets are  
Stuffed with his precious joys,  
"Quite" as murmurs his dear  
mamma,

"After the mode of boys."  
Treasured there in a wondrous round  
Dear to a Boston child,  
These are the things that might be found  
In his bulging garments piled:

Two pairs of "specs," a notice when  
The Browning Club convenes,  
Darwin's work on apes and men,  
A pot of pork and beans,  
A view of the Public Library,  
A book on the Boston bar,  
And a set of the great Encyclope—  
Dia Britannica.

A pass that's good for a Subway ride,  
And "Ibsen's Dramas," too,  
A bit of codfish, salt and dried,  
A Boston stocking blue,—  
But why tell all the things we meet,  
We've proved our statement's truth,  
That Emerson Thoreau Beacon Street  
Is a typical Boston youth.

## THE MEET AT NEWPORT.

Our picture (next page) shows our Founders, on the rocks, at Newport. We cannot furnish a perfect key to the picture, and will try to do no more than point out some of the more prominent wheelmen.

Beginning at the left, on the second tier from the top, is a blurred figure. The man behind was tickling him. It is Lewis T. Frye, who was our first one-mile champion.

Moving to the right we see a club in gray uniform, with caps. This is the New York Club. Kirk Munroe stands in the centre, with his hands on the shoulders of two club mates. Others in the group are H. C. de Rahm, James L. Ford, Dr. J. Mears, Chas. L. Montague, J. C. Olmstead, and Kingman N. Putnam. The fourth man from the left, with arms folded, is Elliott Mason, of New York. At the right of the New York Club is a man in white flannel. He sits on the rocks, resting on his arm. This is Karl Kron.

Next comes the Massachusetts Club. Col. Pope displays a well-turned calf hanging over the rock. In this group are Edwin G. Alden, Edmund C. Danforth, Josiah T. Dyer, Albert S. Parsons, Albert A. Pope, Edw. W. Pope, H. M. Pope, Chas. P. Shillaber, and Augustus F. Webster.

Moving to the right we see on the second level the Providence Bi. Club, in white shirts. This group

contains H. W. Bridge, W. J. Burton, E. C. Churchill, J. A. Cross, E. G. Greene, Chas. F. Handy, J. F. Phetteplace, W. H. Richmond, and Samuel Slater.

The man with his left hand on his hip and his right hand on his thigh is H. S. (Bert) Owen, of Washington.

Coming down to the next level we see at the right of the picture two men with black helmets bearing a silver star in front. The one at the left is our first president, Chas. E. Pratt; at his side is R. M. Diaz, now deceased. The next man, wearing a straw hat, is Sylvester Baxter, of Boston. At the left of the man holding a boy is a figure in a gray flannel suit, tall and thin. This is Jo. Pennel, our Foreign Marshal.

Beginning again at the left of the picture we can see Craigin, of Boston, apart from the "madding crowd."

Moving to the right we note a man with a big moustache and also a big watch chain. This is A. J. Philbrick, of Salem, Mass. Two men in black are to be seen in the centre, with arm on each other's shoulder. The man on the left has his hand on the shoulder of Will R. Pitman, just below him. The man at the right is Prof. Rollinson, who was a professional racing man and trick rider. At the right of Rollinson stands Sam. T. Clark, of Baltimore, with a round-top cap on. Between Rollinson and Clark is a man with a black moustache. This is Chas. R. Percival, father of our N. E. handicapper. Counting from Sam. Clark to the right, the fifth man, in a gray suit, is Geo. B. Woodward, then of Boston, to whom we are indebted for a full list of those who were at Newport.

The group in white shirts below is made up by the Crescent Bi. Club, of Boston. In this group are D. F. Boyden, Fred B. Cochran, Herman H. Duker, Chas. A. Harrington, Payson T. Lowell, Wm. D. Mandell, Edward S. Robinson, and Frank Tenney.

The group in the lower left-hand corner is made up of the officers of the parade. The hankerchief on the left arm is the only badge of office.

At the extreme left sits R. L. Lippitt, of Providence. The man with his chin on his fist is W. M. Wright, of New York. Thomas K. Longstreth, of Philadelphia, who was elected vice-president at Newport, sits behind the wheel at the left. E. C. Hodges, of Boston, who was the commander of the parade, is at the right of Longstreth, and wears the Boston star on his helmet.

The young man with the white blazer on, who leans on the bicycle, was a Newport wheelman who acted as guide and pace-maker.

Others in the group can be placed by those who were there.

In first-loves Cupid slyly paints  
Whate'er the picture lacks,  
But when a widow's wooed, oh saints!  
He has to tell the facts.

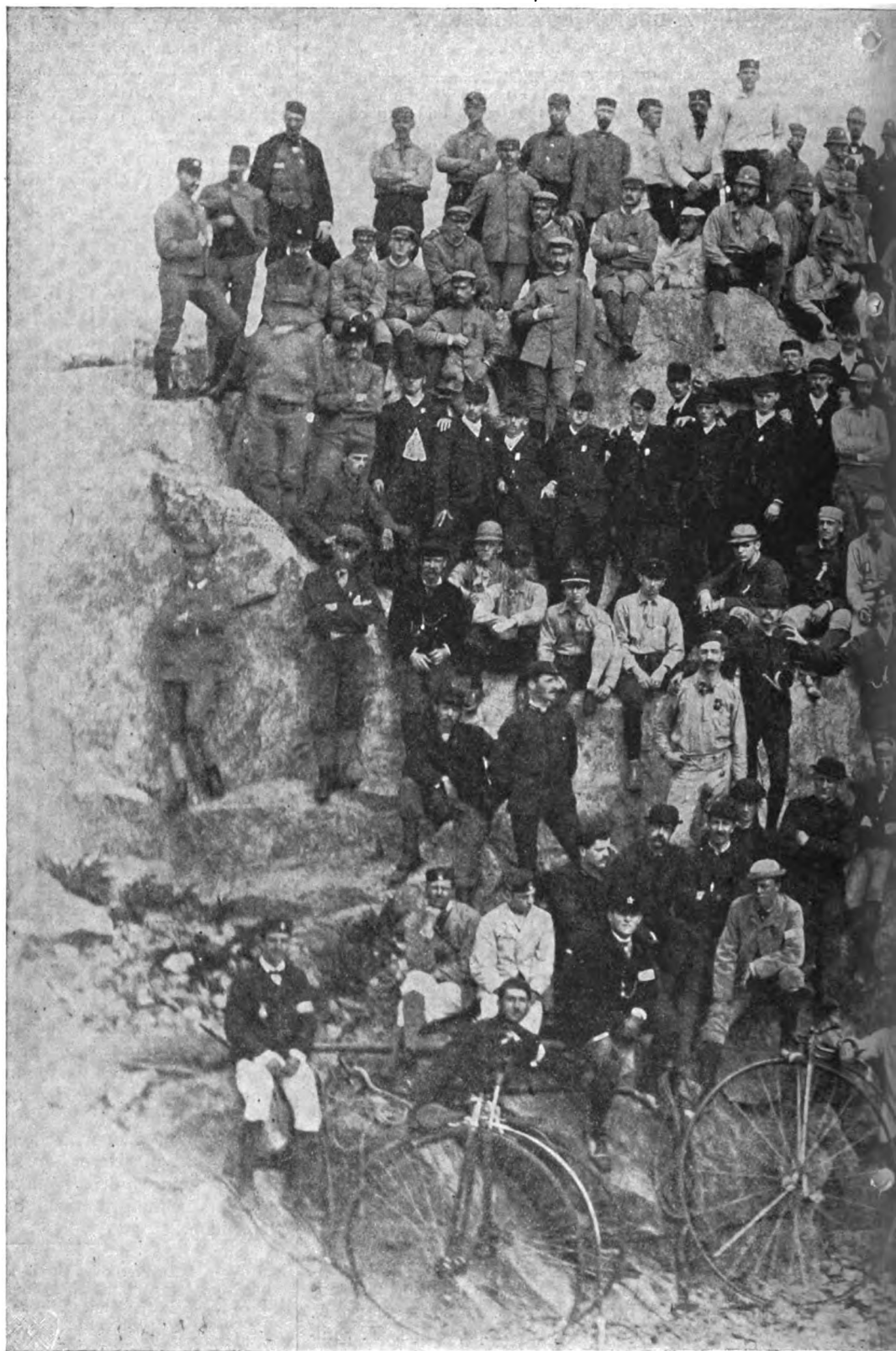
IN THE Austrian war budget is included ten thousand francs to be spent on military cycles.





OUR FOUNDERS.

—  
Group of  
wheelmen who  
met at  
Newport, R. I.,  
May 31, 1880,  
to organize the  
L. A. W.





Copies of this  
picture, finely  
printed from the  
original half-tone,  
on heavy, coated  
paper, with wide  
margin, will be  
sent postpaid for  
25 cents each.



(See page 83.)



## GOOD 'POSTLE PAUL.

NIXON WATERMAN.



O H, I done read de Good Book,  
cl'ar plum' through,  
An', I tells you, hits a  
mighty fine story;  
I's fahmiliar with the Gospels,  
ol' an' new,  
An' I 'low I's a-walkin' in  
de glory.  
I like fo' to read 'bout the blessed  
Holy Ghos',  
An' de saints an' de mahacles  
an' veeisions,  
But de part ob de Book dat I likes  
de mos'  
Is where Paul p'int's his 'pistle  
at de 'Phesians.

When I looks down deep in mah po' ol' heart,  
I wondah ef de Lo'd kin evah like me!  
'Pears like de lightnin's gwine ter send a dart  
Out ob de thundah-cloud ter strike me.  
But I know ef we's good an' does what's right,  
De great Judge is kin' in his decessions,  
An' I turns to de Book an' I gits mah light  
Where Paul p'int's his 'pistle at de 'Phesians.

Ef yo' faith's kinder shaky an' you don't jes' know  
Ef yo' feet is on de rock or in de mire,  
'Postle Paul kin tell you de way you orter go  
Fo' to keep you from gettin' in de fire.  
You kin slip by Satan ez slick ez a dart  
An' you won't hev no wrecks er no colleesions  
Ef you read de Good Book till you git it all by heart,  
Where Paul p'int's his 'pistle at de 'Phesians.

## EVOLUTION OF THE CYCLE.

## VI. The Modern Velocipede.

1846-1869.

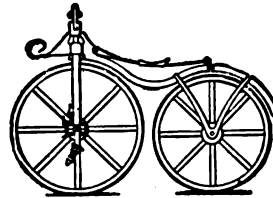
To the world at large the period from 1821 to 1865 was a blank in cycle history, almost as completely as if Macmillan had not built his remarkable wheel. The isolated position of the inventor; the limited district in which he used his machine; his infrequent visits to large places; the slowness with which news traveled from the country, all combined to keep him "unwept, unhonored and unsung," and even the efforts of McCall to attract attention to his machine, a few years later, did not result in making it generally known. It is probable that the contempt for, and general prejudice against, hobby-horses, which had existed for some years, tended to make the public disregard stories of new inventions, and ignore any claims for improvements of the discarded and despised dandy-horse.

The wheels of Macmillan, McCall and Dalzell form a unique and isolated group, separated by twenty years in time from the crude hobbies of the earlier period, on one side, and, on the other, preceding by twenty years the first rotary-action, crank-driven velocipedes. In all respects they were an enormous advance upon the hobby-horse. In the sloping front fork, shape of handles and position of rider in relation to the pedals, they were superior to the velocipede of 1868. Thus, this remarkable group stands, separated in time and space from predecessors and successors, almost unaffected by

the crudities of the past and without influence upon the future.

The next reference to two-wheelers that appears is a story of "some velocipedes of ingenious construction" that were shown in the exposition of 1851. It is said that the Prince Consort was induced "to try the effect of one of the best among them, and that, good-natured as he was, he gave a mild testimonial in its favor." The machines were supposed to be two-wheeled, but of what design and construction does not appear.

The modern velocipede had its birth when cranks and loose pedals were attached to its front axle. There were once rumors that a Lyons manufacturer had done this in 1850, but nothing appears in support of the claim. It has also been alleged that a French naval officer accomplished it in 1860; but this, also, is unauthenticated. The first definite information indi-



LALLEMENT'S VELOCIPEDR — 1865.

cates that the improvements were made in France, somewhere between 1855 and 1865, but the exact year, perhaps, is as uncertain as it is whether the credit for the work belongs to Lallement or Michaux.

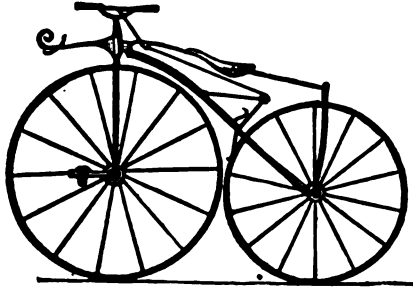
It was for a long time universally believed that Pierre Lallement, a mechanic, was employed by M. Michaux, who was said to have been a manufacturer of perambulators and three-wheeled velocipedes. These velocipedes had cranks on the front wheel, which was also the steerer, after the manner which later became so common. Lallement was understood to have one day removed one of the rear wheels from one of these machines, placed the other in the center of the rear axle, so as to get it in line with the steering wheel, and have learned to ride his improvised two-wheeler. He then constructed his first velocipede on this plan, and rode it in the Place de la Concorde, "accompanied by an attendant on wheeled skates," where he created no little excitement. After demonstrating the practicability of his discovery, he seems to have lost his interest in it and soon after left Michaux, having, some say, "sold his interest in the new machine to his employer." This was supposed to have been in 1863.

Later investigations indicate, however, that probably Lallement was not employed by Michaux at the time when the first cranks are said to have been attached to an old hobby-horse, in his shop, some eight years earlier. A French writer says that Michaux was a carriage repairer who, in 1855, had an old Draisine, or hobby-horse, brought to him for repairs. The writer says:

"It is a common fable that the idea of fitting cranks to the front wheel came to him like a flash, but it is only a fable, for it was only after long thought and sundry experiments that he evolved the crank and pedal, and thus, out of the dying hobby-horse, set the now universal bicycle on its way. His first idea was to fix a pin on to one of the spokes, which



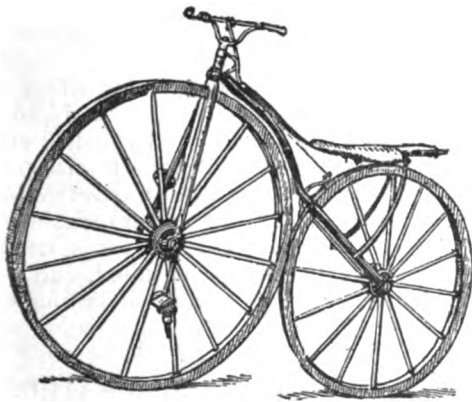
pin was passed through the end of a long rod, and the rider, after getting up speed with his feet on the ground, *a la* hobby-horse, had to pump up and down with this rod with one hand while he steered with the other. This, of course, was found to be impracticable, so the inventor fitted a crank to one end of the front wheel axle, but still retained the hand piston-rod idea.



AMERICAN VELOCIPED — 1869.

"Then Michaux found that his legs were in the way — a rather curious thing in cycling. The sequence of ideas told him that he could not only get one of them out of the way, but make it useful, by setting a long bolt at right angles in the end of the crank and letting the foot assist by working it. From this it was a short step to fit a crank to the other end of the axle, discard the hand lever, and devote the hands to steering, leaving the stronger and hitherto useless legs to do the work of propelling the machine. The foundation stone of modern cycling was laid.

"But there is another inventor, one Pierre Lallement, to whom is more commonly attributed the discovery of the pedal motion for velocipedes. Each of these two has his supporters, but it seems a very even thing. Lallement's velocipede was a much more finished article than Michaux's adapted Draisine,



ENGLISH VELOCIPED — 1869.

and, save for the wooden wheels and ponderous iron fittings, was a comparatively similar machine in design — though, of course, ungeared — to the front driving safety of today. But, though Lallement's cycle was a better machine than that of Michaux, the first authentic date of its appearance was 1863, eight years after Michaux adapted pedal

motion to the hobby-horse. Yet it is almost certain that neither of the inventors knew anything of the other's work, and the probability is that both were unconsciously following the same line of reasoning, but too far apart to compare their work."

It appears from this that Michaux first applied cranks and loose pedals, with rotary motion, to the front wheel of the velocipede, just as Macmillan had applied cranks, with connecting rods and up and down motion, about twenty years before, to the rear wheel. In 1894 a monument was erected, by the French, to Ernest and Pierre Michaux, in memory of their achievements in developing the velocipede.



CYCLISTS' SNAP SHOTS. — YR OLD MEEKE INN, UNION, N. J.

Photo. by F. W. Young, Irvington, N. J.

### Getting Close to It.

"Every failure," they say, "is a step towards success,"  
And the words make me feel cheerful-hearted;  
For I must be a million miles nearer, I guess,  
To the prize than I was when I started.

### A GOOD WORD FOR MASSACHUSETTS.

It is not in any spirit of boastfulness that we mention the fact that Massachusetts leads in the matter of highway improvement.

The subject comes up at this moment on account of a letter just received by a Massachusetts man who had invited Gen. Roy Stone to be present at a road association meeting in the western part of the state. We quote from the General's letter as follows:

"I do not see any possibility of my finding the time for this visit. In fact I am obliged to keep my ammunition for states in which the battle for good roads is not won, *as it is with you.*"



**Job Lot Wood Handle-Bars** for sale. Price, right; good goods. Address "HANDLE-BARS," this office.

**EUROPEAN CYCLE TOUR.**—Information sent by ELWELL, Portland, Me.



## ROAD IMPROVEMENT IN CONNECTICUT.

Lieutenant-Governor Dewell, of Connecticut, is very enthusiastic on the Good Roads question. He favors issuing State Highway Improvement Bonds, and says that five hundred thousand dollars a year should be spent for the next ten years on the highways of the State. Cheaper, better and more satisfactory work, he believes, can be done on a large scale than by doing only a little each season.

There is opposition in some parts of the State to any possible increase of taxation for road improvement purposes, and the benefits to be derived from better highways seem to be lost sight of, or not appreciated. In his report, just issued, Highway Commissioner Macdonald touches on this subject and says that he is "not surprised that the Good Roads movement did not immediately receive that hearty support that it deserved, when he remembers that during the last thirty-seven years the Connecticut farmer has had much to contend with.

"At the time of our Civil War many farms were neglected or abandoned, Connecticut furnishing her quota of men to fight to preserve the Union. Many of Connecticut's sons came from the farms. Homes were broken up and the farming industry received a serious blow. After the war was over, she had hardly begun to recover her lost ground before the West, with all her natural advantages, wooed and won a great army of the tillers of the soil. Then capital seconded their efforts, and the western wilderness became the granary of the world.

"Knowing these facts, no one can justly blame Connecticut farmers for being conservative. They have to be. The farmers of the State need all the encouragement they can receive from every source to help them into a better financial condition. I know of no factor any more helpful than good roads, and the State of Connecticut owes to the farmers all she can do to give them good roads, for with increased wealth to the farmer comes greater prosperity to the whole State.

"The law now in force is right in improving the main roads first. The financial state of the town treasuries is in such a condition, in many cases, that the towns cannot avail themselves of the State aid for improving their roads, so that unless some other system than the one now employed is found,

the work will drag slowly along. Much money will be lost, the growth and prosperity of our little State will be dwarfed, and all the helpful influences which come from good roads will be denied the people of our State.

"The obligation on the town, through which a trunk road would pass, should be the one of keeping said road in proper repair. A road of this kind should be a source of great convenience and profit to the whole State. I would not, however, recommend any abandonment of the general plan now in force of improving the main roads between the towns. I would still continue this same system, only on a more liberal basis towards the towns."

## TO VOTE FOR FREE ROADS.

The people of Jefferson county, Kentucky, are asking for an election to decide on the question of free turnpikes, which may be secured in the following way:

The roads can be either leased, given to the public, or purchased. The magistrates and the county judge are the officials to appoint appraisers to value the respective roads; these appraisers must be residents and property owners on the road to be valued by them. Bonds may be issued for the purchase of the roads at the price agreed on by the appraisers. These bonds will be spread over a term of thirty years.

All taxes, which cannot exceed twenty-five cents on each \$100 worth of taxable property, must be used to keep the roads—turnpike, gravel and all others—in good repair; to pay interest on the bonds if issued, and to provide a sinking-fund for the redemption of the bonds.

## HOW IT HELPED THE FARMERS.

"The beauty of good roads was exemplified Saturday," says the Quincy (Ill.) *Herald*, "when the farmers of Riverside and Ellington townships came to town with loads of hay and straw and produce, and the farmers of other townships had to stay at home. The Riverside and Ellington township farmers came to town *via* the Locust street telforded boulevard. The farmers of the other townships had to remain at home, because the roads were too muddy. To start meant to be mired, and so no start was made. And all because of lack of enterprise in providing good roads."

## WHY BUSINESS IS STAGNATED.

"The worst drawback of this section of country," says the Clifton (Ill.) *Comet*, "at the present time, is the exceedingly bad roads we must contend with at wet seasons of the year. As has been the case the past few days, farmers cannot market their products, and on this account they do little buying of the merchants, and business is stagnated at the very season when it should be the liveliest of any season of the year."

### OBJECTIONS TO USING OIL ON ROADS.

The efficacy of oil in compacting dirt roads was explained in our issue of December 31st. The letter then quoted probably was not written by a wheelman. The writer had found what seemed to him to be a cheap and easy way of improving country roads, and presumably did not take into consideration the effect that the oil might have on rubber tires—even in its state of combination with earth. Captain L. H. Beach, of the Engineer Corps, calls attention to this objection to the use of oil. He says:

"The value of this oil for this purpose has been very fully demonstrated in this vicinity during the past Summer. The Pennsylvania railroad used the oil for the purpose of sprinkling along their tracks so as to lay the dust and fine cinders. Wherever a wagon road crossed the tracks of the railroad, the wagon wheels have carried the oil some distance from the track on each side, and the road has remained fairly hard, and without dust, even during the driest spells.

"There is, however, a very objectionable feature concerning the use of this oil which should be called promptly to your attention. The railroad people informed me that since they have used the oil along their tracks, bicycle riding between the tracks has ceased, as the oil destroys the rubber tires on the wheels. It is believed that the L. A. W. BULLETIN would not advocate the use of a material upon roads which would destroy the tires of all the bicycles that went over those roads.

"The oil used by the Pennsylvania Railroad Company differs slightly from that mentioned in your article, in that they used what is known as dead oil or residuum oil, while the oil mentioned in your article is crude petroleum, but I have been informed that the effect is the same."

If any members have ridden over roads, or between tracks, where oil has been sprinkled, it would be interesting and valuable to have full statements of their experience, and the effect of the oil on their tires.

### WHY STATE AID IS NECESSARY.

In addressing the Maryland State Grange recently, General Stone spoke of conditions which may exist in other States as well. He said in part:

"I find that the question of State aid is eliminated in Maryland by a constitutional provision which prohibits the use of State funds for such a purpose. Get up a sentiment strong enough, and amend your Constitution, like other States are doing. It is a vicious system that requires localities to keep up the roads. It is a work that concerns the people of the whole State, and is not a local question. Roads are of vital interest to the cities. Blockade your country roads today, and tomorrow your city will begin to scatter. The benefits of good roads are equally shared by the cities, but they must assist in the work of construction before they can reap the advantages.

"About three-fourths of the property interests of the country are to be found in the cities, and held by the corporations. Now, the farmers, representing about one-fourth of the property interests, have been endeavoring to keep up the roads for the whole country. The result is obvious. The burden was too much, and bad roads are to be found everywhere. . . .

"There exist in some places strong objections to employing convicts upon public roads. A happy solution of this difficulty, however, presents itself. Employ your convicts in preparing material for building good roads. This has been tried in a number of States, and has proved to be an economical as well as a healthful way of working convicts. I am satisfied that Maryland could employ its short-term prisoners and House of Correction inmates in this way, and deliver road material at fifty cents a ton in any part of the State. . . .

"You must convince your legislators that the State of Maryland is entitled to just as good legislation as any other State of the Union. You must stir them up at home, and follow them to Annapolis. . . . You can tell them what you want in a general way, that is:

"First.—A complete reform in the local road administration, so that you will get your money's worth for the money you now pay.

"Second.—You want more money for roads, without more taxes on farm property.

"Third.—You want an efficient State supervision to make sure that the new money spent on roads shall be spent to the best possible advantage.

"Fourth.—You want to make sure for the future that all property, and all the people interested in or benefited by good highways shall contribute their proper share toward building and maintaining those roads."

### FISHING IN JERSEY STREETS.

The following amusing story comes from Bridgeton, N. J., where recent weather has put the streets into very bad condition, and revived the question of having them properly paved. Commerce and Laurel streets, in particular, were so bad that it is reported that "signs of many descriptions, such as 'No Fishing Allowed' and 'Ferry for Any Part of the City' have been hung out. A local wag came up Laurel street in a boat drawn by a horse. He sat in the stern, holding a fishing line, at the end of which was a large pike. During his journey he stopped in front of a business house, had a gang-plank thrown out, and took on a load of boxes." Bridgeton seems to be outside the famous good roads belt that encircles New Jersey. It is, evidently, time that she entered it.

The governor of Massachusetts has recommended a wide tire law and the subject is being taken up seriously. Such a simple and effective means of improving poor roads and maintaining good ones ought not to be neglected.



# 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 KIRKER,  
148 Ellison St., Paterson, N. J.  
Treasurer, JOHN W. CLENDENING,  
269 14th St., Portland, Oregon.  
Secretary, ABBOT BASSETT,  
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. DORNER, 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. KOSTOMLTSKY, Cedar Rapids, Ia.

### Rights and Privileges.

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

### Auditing Committee.

J. FRED ADAMS, Haverhill, Mass.

## DIVISION OFFICERS.

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

ALABAMA. Chief Consul, Alex McLeod, Birmingham. Secretary-Treasurer, John A. Snider, Birmingham.  
ARKANSAS. Chief Consul, Geo. W. Thomas, Texarkana. Secretary-Treasurer, Sam S. Solinsky, Box 731, Texarkana.  
COLORADO. Chief Consul, A. H. Searles, Burlington Block, Denver. Secretary-Treasurer, Isaac Sutton, 730 Cooper Building, Denver.  
CONNECTICUT. Chief Consul, Philip W. Westlake, Bridgeport. Secretary-Treasurer, Lester H. Sweet, Box 953, Hartford.  
DELAWARE. Chief Consul, Wm. T. Budd, care H. H. Co., Wilmington. Secretary-Treasurer, Walter D. Bush, Jr., 404 So. Clayton St., Wilmington.  
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GEORGIA. Chief Consul, W. E. Grady, 113 Bay St., East Savannah. Secretary-Treasurer, Wm. Denhardt, Box 216, Savannah.  
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INDIANA. Chief Consul, Wallace Sherwood, 27½ So. Delaware St., Indianapolis. Secretary-Treasurer, James A. Allison, 121 West Georgia St., Indianapolis.  
IOWA. Chief Consul, A. C. Miller, 1426 East Grant Ave., Des Moines. Secretary-Treasurer, E. A. Sherman, Cedar Rapids.  
KANSAS. Chief Consul, J. L. Bishop, Salina. Secretary-Treasurer, W. C. F. Reichenbach, Box 205, Topeka.  
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NORTH CAROLINA. Chief Consul, James G. Hollingsworth, Fayetteville. Secretary-Treasurer, E. L. Rensburg, Fayetteville.

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

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

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

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

WISCONSIN. Chief Consul, M. C. Rotier, 505 East Water St., Milwaukee. Secretary-Treasurer, Sam. J. Ryan, Appleton.

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

## MARYLAND DIVISION.

This week the Good Roads Bills, the Liberty Bill and the Pneumatic Tire Bill will be presented to the Legislature; now is the time to get at work. Spare a little time to examine these bills, give them your support, and aid in their passage by using all your influence in this matter. Do not blame the officers of this Division if these bills do not become laws if you will not help us. We can do nothing without the active assistance of the members of the Division.

Fraternally yours,

CONWAY W. SAMS, Chief Consul.

## RENEWAL BLANK.

ABBOT BASSETT, Secretary L. A. W., 12 Pearl Street, Boston, Mass.

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

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

Name.....

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

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

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

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

## Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary L. A. W., 12 Pearl Street, Boston, Mass.

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

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

Name.....

Street or Box.....

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

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

## TRANSPORTATION.

Certificate for St. Louis meeting will not be honored for return which show the purchase of going tickets earlier than three days prior to the date announced as the opening date of the meeting, etc.

TRANSPORTATION COMMITTEE.

## RENEWAL LIST NO. 3.

Including renewals from Jan. 17th, 1898, to Jan. 21st, inclusive.

Alabama	New Jersey	13
Arizona	New Mexico	87
Arkansas	New York	1
Colorado	North California	1
Connecticut	North Carolina	1
Delaware	North Dakota	1
District Columbia	Ohio	7
Florida	Oklahoma	7
Georgia	Oregon	1
Idaho	Pennsylvania	58
Illinois	Rhode Island	7
Indiana	South California	8
Iowa	South Carolina	1
Kansas	South Dakota	4
Kentucky	Tennessee	2
Louisiana	Texas	1
Maine	Utah	1
Maryland	Vermont	3
Massachusetts	Virginia	5
Michigan	Washington	1
Minnesota	West Virginia	1
Mississippi	Wisconsin	2
Missouri	Wyoming	7
Montana	Canada	
Nebraska	Foreign	
Nevada	Mexico	
New Hampshire	Indian Territory	

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## INDIANA DIVISION.

There are still a few of the National Meet honor badges left for our members who want to wear them at the Meet this year. There are only five, however, and you should get a hasten on you with your ten applications. Remember that ten applications give you not only this badge, but also our regular Division badge for '98. The following is our list of National honor-badge winners to date:

1.	Conrad Mueller,	Indianapolis
2.	D. M. Farnsworth,	Michigan City
3.	C. K. Henderson,	Indianapolis
4.	C. H. Knight,	"
5.	John A. Wilde,	"
6.	J. A. Allison,	"
7.	Jos. Pileger,	"
8.	F. R. Levering,	"
9.	L. M. Robinson,	"
10.	T. B. Hatfield,	"
11.	J. D. Decker,	"
12.	H. T. Hearsey,	"
13.	C. B. Rockwood,	"
14.	A. J. Cochran,	"
15.	Hal W. Reed,	"
16.	Hiram Brown,	"
17.	T. E. Hunter,	"
18.	W. G. Heberhart,	Madison
19.	F. H. Church,	Knightsdown
20.	H. A. Dill,	Richmond

Our Division honor badge for '98 has been ordered, and by the time this reaches you they will be in the hands of those who have already worn them. The design of this year's badge is a great improvement on that of '97. It is a pin of solid gold about the size, or a little larger, than our button, and can be worn in place of the latter.

Who will go on record this year as the workers of the Indiana Division? Last year forty-seven carried off the badge, which was a distinguishing mark of their service in the cause. We ought to have five hundred this year to fill their places. It seems to us that Indiana should be able to say on Dec. 1, 1898, that there has not been one single drone in the hive; that all have performed faithful work towards making this the Meet year of our Division, the most successful ever had in the West. With the great Meet a certainty for next August, and the active interest of every wheelman in the State is taking in that event, there is no reason why the Indiana Division should not be the largest Division in the West. There are many prospective applicants for membership only waiting for you to ask them to join. New York and several other States will fill the town full of their honor-badge wearers during the Meet. Let Indiana's honor-roll members outnumber them all together. Below we give you the list of those who are already on our rolls. Let us double this number in the next few days.

1.	F. R. Levering,	Lafayette
2.	L. M. Robinson,	Madison
3.	T. B. Hatfield,	Indianapolis
4.	J. D. Decker,	"
5.	H. T. Hearsey,	"
6.	C. B. Rockwood,	"
7.	A. J. Cochran,	"
8.	C. Mueller,	"
9.	W. H. Heberhart,	Madison
10.	F. H. Church,	Knightsdown
11.	H. A. Dill,	Richmond
WALLACE SHERWOOD, Chief Consul		Indiana Div., L. A. W.

## LOCAL CONSUL BUTTON.

We have a neat and inexpensive button for Local Consuls. Sent by mail for 20 cents.

## ILLINOIS DIVISION.

## SECRETARY-TREASURER'S REPORT.

To the Chief Consul, Board of Officers, and Members of the Illinois Division:

It is with much pleasure I submit to you my second annual report as Secretary-Treasurer of this Division, and my re-election to a third term I consider a high compliment, and to say I appreciate it is putting it mildly. I shall try to briefly outline the work done the past year, and with united efforts, what can be accomplished the coming year.

**Membership.**—The membership Dec. 1, 1896 was 3,190, while this year we had 3,773, showing an increase of only 583, which you can readily see is not what we anticipated one year ago. One of the greatest drawbacks we have had in keeping up our total membership was due to the fact that only 1,998 of the 3,190 members renewed their membership, leaving on the records for the past year 1,192 delinquent members. Therefore, only about 62 1/2 per cent. of the members renewed their membership, but I wish to impress upon you that it is not due to the lack of work on the part of your Secretary-Treasurer to secure their renewals, as every delinquent member has had at least five notices. The first notice is sent thirty days prior to the date of expiration, the second on the date of expiration, the third, thirty days after expiration, the fourth, sixty days after expiration, and the fifth is sent about ninety days after expiration. I will say that at least 400 of these notices have been returned to me unclaimed, evidently due to the fact that members changed their address and did not notify either Mr. Bassett or myself. This is a very important matter to those who desire to retain their membership and receive the official notices that are sent out from time to time, and I trust that every member will bear this in mind in the future and immediately notify me of any change in his address.

**Expenses.**—This is the most important subject to be dealt with, as so much has been said about expenses the past few months. I feel it my duty to go into detail, because I think you may obtain an insight of how your affairs have been managed during the year last past.

Since Dec. 1st, 1896, the expenses incurred by the various officers and committees have been as follows:

Chief Consul	\$1,007 01
Vice-Consul	11 75
Secretary-Treasurer	1,780 01
Recruiting Committee	932 19
Legislative Committee	130 82
Road Map Committee	723 71
Executive Committee	13 33
Rules and Regulations Committee	10 59
Board of Officers	39 74
Bills from 1896	306 55
Chicago office	22 85
Loan account	22 35
Printing account	950 85
Legal services	30 00
Badge account	234 40
State Meet Entertainment	300 00
Prize account from 1895	60 00

Total expenses for the year..... \$6,585 15

Of the above accounts the following amounts have been paid:

Chief Consul	\$904 44
Vice-Consul	11 75
Secretary-Treasurer	1,407 38
Recruiting Committee	932 19
Legislative Committee	132 82
Road Map Committee	400 00
Bills of 1896	306 55
Chicago office	22 85
Loan account	22 35
Executive Committee	13 33
Printing account	223 95
Badge account	6 90
Legal services	30 00

Total amount paid..... \$4,412 51

The following accounts are unpaid:

Chief Consul	\$102 57
Secretary-Treasurer	381 63
Road map	323 71
Printing account	726 90
Badge account	227 50
Board of Officers	39 74
State Meet	300 00
Prize account from 1895	60 00
Rules and Regulations Committee	10 59

Accounts unpaid..... \$2,172 64

Itemized list of outstanding accounts and indebtedness of the Illinois Division, L. A. W.:

National Treasurer, due Dec. 1, 1897	\$1,000 00
State Bank, Jerseyville, due Dec. 1, 1897	500 00
Jos. M. Page, Jerseyville, printing	432 30
Transcript Co., Peoria, printing	145 50
Transcript Job Printing Co., Peoria, printing	127 70
J. W. Charlton, New York, honor badges	137 50
Fred Patee, Chief Consul, Peoria	102 57

Geo. D. Locke, Sec.-Treas., Jerseyville.

August account	103 95
September account	64 22
October account	95 95
November account	86 31

Traveling expenses	14 05
Traveling expenses	7 75
Fanning Cycle Mfg. Co., due Dec. 1, 1897	60 00
Arthur D. Black, Road Map Committee	26 71
Arthur D. Black, Road Map Comm., printing	289 93
H. S. Dixon, Dixon, Ill., printing bill, Racing Board	9 00
Standard Ptg. Co., Hannibal, Mo., printing	12 40
Library Bureau, index cards	8 50
O'Hara Waltham Dial Co., cap pins	90 00
Robinson & Murphy, entertainment State Meet	300 00
Wyckoff, Seamans & Benedict, St. I wis, typewriter supplies	1 80
C. A. Allen, Chicago, expenses Meeting Board of Officers	9 35
A. D. Black, Chicago, expenses Meeting Board of Officers	8 25
Frank H. Holmes, Kankakee, expenses, Meeting Board of Officers	6 34
J. Roy Brown, Quincy, expenses Meeting Board of Officers	7 90
Loren C. Cox, Quincy, expenses Meeting Board of Officers	7 90
Frank H. Holmes, Kankakee, Rules and Regulations Committee Meeting	10 59

Total indebtedness Dec. 1, 1897..... \$3,665 57  
The first item of expense is that of the Chief Consul; \$306 55 is for traveling expenses; \$510 46 is for postage, freight, express, cartage and incidentals; \$190 00 is for clerk hire.

The next item is that of the Vice-Consul, —\$11.75 for traveling expenses.

The next item is that of the Secretary-Treasurer, \$1,780.01; \$207.71 is for postage, freight, express, cartage and incidentals of his office; \$930.75 is for clerk hire; \$144.55 is for traveling expenses. The expenses of my office may seem very great, but in consideration of the great amount of work which has been done the past year, I do not think, after a careful consideration, that you will deem it very large. During the year last past, we have dispatched from this office, by mail, over 75,000 pieces, 10,000 of which were personally dictated letters. Our correspondence, you can see, takes considerable time and attention. The membership roll takes a great deal of time to keep it in proper shape. Throughout the year I have had the assistance of a clerk and stenographer, and they have been busy on League work from eight o'clock in the morning until six at night, and all of my spare time I have assisted them. It is absolutely necessary to have this assistance in order that the affairs of the division may be properly conducted and that definite and well-planned work may be carried on. The work of the Secretary-Treasurer has been increased more in the past two years by the reason of memberships expiring at all times of the year, and I sincerely hope that you can plainly see the necessity of your Secretary being allowed plenty of assistance in the way of clerk hire.

The next item of expense is that of the Recruiting Committee, of which I am the chairman; \$500.30 was expended for postage; \$172.84 for application blanks and circular matter; \$259.05 commission given to agents.

The next is that of the Legislative Committee which is \$130.82 for traveling expenses on account of the baggage bill.

Next item is \$723.71 for the Road Map Committee, which includes clerk hire, postage, engraving and incidental expenses incurred by the chairman and his associates.

Next item is that of the Executive Committee, \$13.33, being for incidental expenses of Mr. A. A. Billingsley, a member of this committee; \$2.20 being hotel bill incurred at the meeting of the committee held in Jerseyville.

Rules and Regulations Committee, \$10.59, expenses of Frank H. Holmes, a member of this committee, at Peoria, for the purpose of canvassing the vote of the recent election.

Board of Officers, \$39.74, due the members for attending the meeting of the Board, at Peoria, Dec. 12, 1896. Chicago office, \$22.85, being amount expended by the Consulate for incidental expenses.

Loan account of \$22.35 is interest upon money borrowed from the State Bank of Jerseyville.

The next item is printing, —\$432.30 is for printing all the supplies of the Secretary-Treasurer since June, 1896; \$323.20 is for printing done at Peoria, for the Chief Consul; \$195.35 is for lithographed letter-heads for the officers and various committees.

Legal services, \$30.00, amount paid Catlin, Moulton & Weber, division attorneys for costs advanced.

Badge account, —\$137.50 is for fifty Honor Badges; \$90.00 is for cap pins; \$4.90 is for Local Consul's pins and \$2.00 is for boxes for sending out the Honor Badges.

State Meet entertainment, —\$360.00 is for entertaining the members at the meeting, held in Springfield, June, 1897.

Prize account from 1895, —\$60.00 is for the tandem purchased from the Fanning Cycle Mfg. Co., and given to the Illinois Cycling Club for having won the same in the competition of 1895.

1897. ITEMS OF RECEIPTS.

June 26, Balance on hand as per statement rendered	\$316 02
Aug. 27, Fred Patee, for cap pins sold at Chief Consul's office	20 71

Sept. 29, Balance on loan from National body of \$1,000.00	104 47
Amount received for road maps	4 50
Amount received for ticket holders and cap pins	1 60
Amount received from official repair shops	8 00
898 applications at \$1.35	1,212 30
787 renewals at 35 cents	275 45
To error in my report of Dec. 8, '96	100 10
Fines	11 91
Back dues	12 25
Transfers	7 90
Total receipts	\$2,075 21

## LIST OF EXPENDITURES.

1897.		
June 26.	Loren C. Cox, Recruiting Committee	\$5 00
June 26.	Jno. A. Bush, Jr., Chief Consul's office	14 50
June 26.	A. A. Billingsley, Executive Committee	11 13
July 2.	Mills, Knight & Co., for leather-bound application blanks	95 95
July 2.	Fred Patee, Chief Consul's office	20 00
July 2.	Geo. D. Locke, postage	73 50
" 2.	Geo. D. Locke, expenses State Meet.	54 40
July 2.	Geo. D. Locke, traveling, incidental and office expenses	113 85
July 2.	Cycle Trade Publishing Co., for directory	1 00
July 8.	Comstock-Avery Furniture Co., furniture for Chief Consul's office	13 00
July 8.	Western Union Tel. Co., telegraph bill Chief Consul's office	4 38
July 8.	Fred Patee, traveling, postage and incidental expenses	82 25
July 16.	State Bank of Jerseyville, interest on loan of \$500	8 75
July 19.	Transcript Job Printing Co., account for printing	50 00
July 19.	E. F. Hartman, printing and office supplies	21 85
July 19.	Postal Telegraph Cable Co., telegraph bill Chief Consul's office	1 14
July 19.	O'Hara Waltham Dial Co., for Local Cons' pins	4 90
July 29.	A. D. Black, Road Map Com.	100 00
" 30.	J. C. McGrath, postage	10 90
" 31.	Geo. D. Locke, office and incidental expenses	93 53
July 31.	Geo. D. Locke, postage	89 10
Aug. 3.	Fred Patee, Chief Consul's office	20 00
" 5.	A. D. Black, Road Map Com.	100 00
" 7.	Woodward, Tiernan Printing Co., Library Bureau, index cards	5 10
" 7.	Fred Herold, boxes for Honor Badges	2 00
Aug. 18.	Standard Printing Co., for printing and office supplies	63 80
Aug. 18.	J. C. McGrath, postage	43 60
Sept. 1.	Jessie D. Wetherell, Chief Consul's office	20 00
Sept. 24.	Postal Telegraph Cable Co., telegraph bill, Chief Consul's office	1 24
Sept. 24.	Western Union Telegraph Co., telegraph bill, Chief Consul's office	4 54
Sept. 24.	Western Union Telegraph Co., Peoria, telegraph bill, Chief Consul's office	1 64
Sept. 24.	Catlin, Moulton & Weber, for legal services	15 00
Sept. 24.	Catlin, Moulton & Weber, for legal services	5 00
Sept. 24.	John Dunphy, expenses Executive Committee	2 20
Sept. 24.	Western Union Tel. Co., Jerseyville, telegraph bill, Secretary-Treasurer's office	4 05
Sept. 30.	Wm. H. Arthur, for legal services and traveling	56 75
Oct. 2.	A. D. Black, Road Map Com.	50 00
Oct. 2.	Jessie D. Wetherell, Chief Consul's office	24 60
Oct. 4.	Catlin, Moulton & Weber, legal services	5 00
Oct. 5.	Catlin, Moulton & Weber, legal services	5 00
Oct. 15.	A. D. Black, Road Map Com.	50 00
" 30.	J. C. McGrath, postage for annual election	38 00
Nov. 15.	J. C. McGrath, postage for road maps	18 00
Nov. 30.	Western Union Tel. Co., tel. bill, Chief Consul's office	6 73
Nov. 30.	Jessie D. Wetherell, Chief Consul's office	20 00
Nov. 30.	Western Union Tel. Co., bill, Chief Consul's office	5 36
Nov. 30.	Postal Tel. Cable Co., bill, Chief Consul's office	81
By amount due from E. M. Newman		55 15
" " " Fred Patee		44 71
" " " Fred Patee		18 00
" " " the Ill. Cycling Club		149 50

By commission on 424 applications at 35 cts. each	148 40
By commission on 24 applications at 30 cts. each	7 20
Fines	18 00
Back dues	12 85
Transfers	1 95
Duplicates	35
Merchandise from Abbot Bassett	11 42
Total expenditures	\$1,913 58

## RECAPITULATION.

Receipts	\$2,075 21
Expenditures	1,913 58

Dec. 1, Balance \$161 63  
 All of which is respectively submitted,  
 Geo. D. Locke, Sec.-Treas.  
 JERSEYVILLE, ILL., Dec. 10, 1897.

## OHIO DIVISION.

## LOCAL CONSUL LIST NO. 3.

Ashtabula,	W. B. Stewart
Bellville,	C. W. Fisher
Brunswick,	Mason E. Cowles
Chardon,	H. C. Parsons
Clyde,	Z. A. Taylor
Conneaut,	J. H. Thompson
Creston,	R. W. Littell
Doylestown,	Fred. J. Miller
East Liverpool,	Thomas A. Snape
East Palestine,	Chas. A. Lentz
Gambier,	H. W. Jones
Geneva,	B. W. Rote
Gibsonburg,	C. L. Halter
Glasgow,	Robert O. Scheibner
Hamilton,	H. K. Greble
Hillsboro,	Dr. Walter S. Rudisill
Leetonia,	G. E. Medsger
Lisbon,	J. F. Steele
Medina,	F. H. Leach
Mesopotamia,	Chas. E. Holcomb
Montpelier,	G. W. Hamilton
Mt. Vernon,	Dr. E. C. Beggs
Negley,	Robert T. Lawrence
Oak Harbor,	H. C. Milander
Orville,	G. W. Aultman
Painesville,	R. G. Babcock
Rootstown,	H. M. Deming
Salem,	Chas. S. Carr
Sandusky,	F. A. Fish
Seville,	A. A. Bostwick
Vermilion,	John J. Hunsdorf
Washingtonville,	W. P. Walker
Wooster,	Harry Branstetter
	W. C. MUNRO, Sec.-Treas.

CINCINNATI, Jan. 19, 1898.

## NEW YORK STATE DIVISION.

*Resolved*, That from and after March 1, 1898, the standing reward now offered for the arrest and conviction of any person stealing a bicycle belonging to a member of the New York State Division, be withdrawn.

*Resolved*, That a reward of twenty-five dollars be paid from the New York State Division treasury for the arrest and conviction of any person stealing a bicycle from a member of the New York State Division, provided said bicycle shall have been registered in the office of the Secretary-Treasurer, in accordance with the plan proposed by the Secretary-Treasurer and adopted by the Executive Committee, and shall have had attached thereto the registration plate contemplated in said plan.

WALTER S. JENKINS, Chief Consul.

M. M. BILDING, Jr., Vice Consul.

GEO. E. BLACKHAM, M. D., Auditor.

Executive Com. of the N. Y. State Div.

BUFFALO, N. Y., Jan. 12, 1898.

## IOWA DIVISION.

## APPOINTMENT OF LOCAL CONSULS.

## List No. 2.

Lake City,	John Ekzell
LeGrand,	C. F. Dobson
Lone Tree,	E. N. Lee, Jr.
Madrid,	W. N. Cray
Marble Rock,	C. F. Jinderle
Marion,	Chas. H. Crandle
Martinsburg,	Dr. P. Sherlock
McGregor,	W. S. Weston
Mechanicsville,	John W. Welch
Milford,	Chas. W. Flag
Mitchellville,	S. A. Dillon
Morning Sun,	Edwin A. Walker
Nevada,	A. W. R. Boller
New Viana,	Steve Friemann
Norwalk,	S. Lochridge
Northwood,	Frank B. Eckert
Osage,	Walter Burnham
Oxford Junction,	Chas. A. Seaton
Panora,	C. F. Nichols
Paton,	C. E. Smith
Perry,	Will A. Rall
Prairie City,	D. M. Dillon

Radcliffe,	Thos. S. Waud
Ripley,	W. S. Osborn
Rockford,	Geo. A. Lyon
Rockwell City,	Prof. G. B. Ruggs
Russell,	Fred M. Newell
Sabula,	Albert C. Cohert
Sarnboro,	August Schell
Searsboro,	E. G. Livezey
Shambaugh,	J. F. Lidiak
Sheffield,	Wm. P. Saxton
Sheldon,	P. W. Hall
Sigourney,	Ed A. Johnston
Sioux Rapids,	C. B. Mills
Smithland,	J. F. Yockey
Spencer,	A. A. Adams
St. Charles,	L. C. Minard
State Center,	E. P. Demange
Stockport,	A. C. Ettinger
Struble,	Geo. W. Hafner
Swea City,	R. M. Richmond
Thornton,	E. W. Tiffany
Traer,	C. H. Thomas
Tripoli,	F. A. Robinson
Villisca,	H. C. Stoddard
Victor,	F. C. Gilbert
Vinton,	Bert M. Bills
Washington,	A. E. Austin
Waucoma-Norman,	Thos. A. Hurd
Wapelo,	R. D. McCullough
West Branch,	E. L. Collins
West Point,	Prof. J. M. Logan
Whiting,	Robert Whittier
Whittemore,	J. A. Broudon
Whitten,	W. E. Reynolds
Williamsburg,	Chas. F. Maris
Winterset,	J. E. Schwaner
Woodward,	G. P. Stiles
Britt,	A. T. Vickerman
Council Bluffs,	H. C. Hattenhauer
Dubuque,	A. C. Gasser
Fairfield,	F. H. Gillette
Fort Dodge,	F. B. Olney
Fort Madison,	Charles Ohaven
Granville,	H. C. Graff
Garnaville,	William F. Schumacher
Glenwood,	H. A. Cole
Hedrick,	J. T. Brooks
Ida Grove,	Gray Warren
Ladora,	Elsworth E. Eddy
Le Mars,	Frank A. Post
Marengo,	S. H. Rowland
Mason City,	B. C. Keeler
Moar,	F. G. Thomas
Moulton,	Walter Stickney
Muscatine,	Fred Beach
Randall,	H. C. Nutting
Rock Rapids,	W. C. Wyckoff
Sac City,	Charles E. Barkl
	A. C. MILLER, Chief Consul.

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

## RACING BOARD BULLETIN.

BALTIMORE, MD., Jan. 24, 1898.

The Crescent Wheelmen, Plainfield, N. J., will be refused sanctions pending the settlement of certain claims.

For failure to return a prize after repeated notice to do so, J. H. Mason, Erie, Pa., is suspended from track and road racing to Jan. 20, 1899, and ruled off all L. A. W. tracks in any capacity.

The suspension placed upon J. Boyd Anderson, Nanticoke, Pa., and upon M. L. Vanderalice, Philadelphia, Pa., has expired.

The suspension of Albert Zautner, Erie, Pa., expired Jan. 22, 1898.

The suspension placed upon F. H. Gately, Boston, Mass., will expire Feb. 17; A. L. Barber, Taunton, Mass., Feb. 18.

## Suspended Pending Investigation.

Edward Deisem, Philadelphia, Pa.

## Permanent Suspension.

By the Irish Cyclists' Association, P. Ward, D. Rainey, H. M. Jackson, R. McGann, J. McCormick, A. A. Stewart, W. F. Clokey and H. E. Carter, Belfast, Ireland, all members of the proclaimed Irish Cyclists' Union.

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

## STOLEN WHEELS.

IVER-JOHNSON, No. 35,959. A. C. Robertson, Menasha, Wis.

WRIER SPECIAL. Chas. Wilkinson, 264 No. 17th, Philadelphia, Pa.

## L. A. W. SUPPLIES.

**L. A. W. Badge.** Official badge to be obtained only at headquarters. Royal purple rim. Solid gold \$2.00; rolled plate, \$1.00.

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

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



## 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. 28, 1898.

Total, 248-103,148

## Over 122,000, COLORADO, 5-594.

Unattached.

- 376 Triggs, W. C., 211 Charles block Denver  
1 Ward, Ethelbert, 416 Ernest & Cranmer bldg. "  
2 Argall, David J., box 443 Florence  
3 Berry, F. W., box 113 "  
4 Kinahan, D., Cyanide "

## Over 122,000, CONNECTICUT, 6-2050.

Meriden C. C.

- 375 Glock, C. W., 47 N. 2d st Meriden  
5 Patzold, H. L., 66 W. Main "  
Y. M. C. A.  
1 Berges, W. J., Park row Stamford  
Unattached.  
1 Platt, Chas. M. Ansonia  
1 Champlin, Wm. H., box 955 Hartford  
3 Baldwin, Benj. South Coventry

## Over 122,000, DELAWARE, 3-272.

Unattached.

- 31 Donahoe, Wm. F., 321 E. 8th st Wilmington  
2 Grunfeld, Ernest, 819 Lombard st "  
3 Wooley, Frank, 829 West st "

## Over 122,000, DISTRICT OF COLUMBIA 3-945.

Unattached.

- 384 Cleary, Edw. M., 1229 13th N. W. Washington  
5 Sefton, Wm. P., 123 4th st S. E. "  
6 Weissenhagen, John P., 1830 H st N. W. "

## Over 122,000, FLORIDA, 4-116.

Jack. W.

- 387 Coachman, W. F., cor. May and Fisk Jacksonville  
1 Garner, C. E., 305 E. Duval "  
9 Gibbons, Cromwell, 442 E. Forsyth "  
30 McNamara, A. E., Oak st (Riverside) "

## Over 122,000, GEORGIA, 5-260.

O. C. C.

- 301 Speer, Emory, Vineville av Macon  
Unattached.  
2 Kuner, W. M., 260 Greene Augusta  
3 Schweers, J. B., Augusta Brewing Co. "  
4 Holland, D. A., 6 State st E. Savannah  
5 Merkle, A. J., 17 Jones st E. "

## Over 122,000, ILLINOIS, 3-3829.

Unattached.

- 386 Wiley, Walter L. Brimfield  
1 Robinson, W. J., box 74 Hamilton  
5 McGee, Wm. E., Hinsdale

## Over 122,000, INDIANA, 33-1876.

L. A. W.

- 39 Smith, H. O., Indianapolis Rubber Co. Indianapolis

Unattached.

- 400 Harter, Ernest, 288 W. 5th Anderson  
1 Barr, F. J., 311 N. Liberty Indianapolis  
2 Burton, A. J., care Ind. Photo. Button Co. "  
3 Clark, A. B., 19 W. Maryland "  
4 Elliott, G. R., 463 N. Penn. st "  
5 Evans, Edgar H., 1018 N. Meridian st "  
6 Gillet, Arthur, 420 Randolph "  
7 Lauter, Alfred, 608 E. 13th "  
8 Lowry, R. W., 224 W. Maryland "  
9 Mason, Edw., 2326 Broadway "  
10 Moran, Harry, 117 S. Illinois "  
11 Angell, A. J., 113 Ohio av Muncie  
12 Turner, Jay Lee, 320 S. Jeff. "  
13 Sullivan, J. D., box 9 Ripple  
14 Brown, Wm. F., 1324 Main st Richmond  
15 Bond, Wm. A., 500 M st "  
16 Curtis, F. M., 1127 Main st "  
17 Dean, Isaac C., 8 N. 9th "  
18 DuHadway, Chas. R., 1226 Main "

- 9 Evans, John A., 219 N. 10th "  
420 Fletcher, J. D., 109 S. 13th "  
1 Gaar, Chas. A., 15th st "  
2 Lontz, J. M., 200 N. 8th "  
3 Oler, A. B., 507 N. 17th "  
4 Price, Eugene W., 48 S. 15th "  
5 Pennell, Mark W., 211 S. 14th "  
6 Smith, Vernon C., 41 N. 8th "  
7 Studybaker, J. E., Main "  
8 Sherman, Henry G., 317 S. 11th "  
9 Sherman, Will E., 317 S. 11th "  
430 Winder, J. H., 314 N. 15th "  
1 Zimmerman, Dr. W. W., 10 S. 7th "

## Over 122,000, IOWA, 2-890.

Unattached.

- 432 Engelbeck, C. A., 630 E. Grand av Des Moines  
3 Gibson, Elmer F., 1051 Enos av "

## Over 122,000, KENTUCKY, 6-1011.

Rainmakers C. C.

- 434 Bary, Fred, 708 Monmouth Newport  
5 Crupper, John W., 137 Ward av "  
6 Reay, Thos., 601 Elm st "  
7 Solar, Chas., 27 W. 7th st "  
8 Vespers, Geo., 844 York st "  
Unattached.  
9 Howe, Julian R. Paris

## Over 122,000, MAINE, 6-558.

Portland Wheel Club.

- 440 Castner, Walter A., West End Hotel Portland  
1 Chaplin, Flavel A., 302 Commercial st "  
2 Fikes, Harry S., 12 Avon st "  
3 Hardy, Philip, 48 State st "  
4 Plummer, John M., 50 Union st "  
5 Welch, Merton H., 221 Commercial "

## Over 122,000, MARYLAND, 4-1903.

Unattached.

- 446 Brewster, Cora Belle, M. D., 1027 Madison av Baltimore  
7 Moxley, Jas. H., 314 W. Balto. st "  
8 Pennock, Frederick M., 249 W. Hoffman st "  
9 Wilkerson, Dr. Basil M., 857 N. Eutaw "

## Over 122,000, MASSACHUSETTS, 28-12,563.

Natick C. C.

- 450 Lareault, Edward, box 226 Cohituate  
Lovell Bl. Club.  
1 Maynard, G. F., box 103 Hingham Centre  
N. B. C.  
2 Jellison, N. L. Newburyport  
Unattached.  
3 Whitten, George T. Barre  
4 Richardson, Lillian Hill Belmont  
5 Linkiewicz, Martin, 174 High st Boston  
6 Moore, Fred D., 25 Poplar st "  
7 Schluter, Carl, 853 Columbus av. "  
8 Balsor, Fred, 1359 Cambridge st Cambridge  
9 Taylor, Joseph, 217 Bedford st Fall River  
460 Bauer, Frank, 85 Chestnut av. Jamaica Plain

- 1 Kaufman, Peter, 2 Boylston av "  
2 Foest, John, 1 Boylston place "  
3 Lederer, Sigmund, 4 Amory av "  
4 Milch, Jacob, 12 Bolster st "  
5 Ostertag, Ernest, 40 Forbes st "  
6 Ostertag, Frank R., 40 Forbes st "  
7 Thern, Emerich, 43 Paul Gore st "  
8 Zwicker, Ferdinand, 9 Brookside av "  
9 Simpson, Eliz. L., 49 Waverly st Malden  
470 Coe, Harrie L., Mt. Auburn Mt. Auburn  
1 Coe, Ida G., Mt. Auburn. "  
2 Denham, Edward, 334 Union New Bedford  
3 Puckerling, Frederick, 396 County "  
4 Kohlrausch, M. H. No. Billerica  
5 Hamma, Fannie, 607 E. Fourth st So. Boston  
6 Tees, R. D. Winchendon  
7 Everberg, A. W., 38 Auburn st Woburn

## Over 122,000, MICHIGAN, 6-2028.

D. W.

- 8 Corlett, George A., 122 W. High Detroit  
9 Mercer, R. J., 158 Columbia st "  
480 Yokom, Herbert E., 47 Myrtle Cyclopedia  
1 Birchard, Seely R., West Bay City  
Unattached.  
2 Bogert, James K., 415 Morrell st Jackson  
3 Pinneo, Chas. A., 204 King West Bay City

## Over 122,000, MISSISSIPPI, 1-50

Unattached.

- 484 Morgan, Ernest, Montrose Hotel Biloxi

## Over 122,000, MISSOURI, 1-1638.

Unattached.

- 485 Kiburz, Jno., 2306 Miami st St. Louis  
Unattached.  
2 Bogert, James K., 415 Morrell st Jackson  
3 Pinneo, Chas. A., 204 King West Bay City

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

Unattached.

- 486 Holmes, Horace F., 17 Thorndike Concord

## Over 122,000, NEW JERSEY, 5-6858.

Stockton W.

- 487 Shivers, W. R., box 14 Cramer Hill  
8 Stanward, F. A., 2911 High "  
Unattached.  
9 Jefferson, Thomas, 68 Hawthorne place Montclair  
490 Coburn, James J., 34 6th ave Newark  
1 Bollinger, Louis, 221 Summit ave West Hoboken

## Over 122,000, NEW YORK, 71-26,886.

Whirling Dervish.

- 492 Smith, William E., 2487 Atlantic ave Brooklyn  
Bushwick W.  
3 Scholl, Anthonia J., 100 Cornelia "  
Golden Horn.  
4 Goepf, F. L., 123 Dean "  
Forester W.  
5 Hartshorn, Charles, 704 Decatur "  
Cohoes W.  
6 Cummings, Geo., 54 Saratoga ave Northside Cohoes  
Mt. V. C. C.  
7 Bailey, Geo. C., 524 So. 6th ave Mt. Vernon  
8 Bourne, Alfred, 257 So. 1st ave "  
9 Courtwright, Byron, 428 E. 40th "  
500 Gardner, Hugh, 128 W. Sidney ave "  
1 Guess, Geo., 505 So. 9th ave "  
2 Hagman, John J., 147 E. 3rd "  
3 Howe, W. W., Jr., 27 Sc. 4th ave "  
4 Ker, J. H., 62 E. 6th st "  
5 McGrew, Thomas W., 312 So. 4th ave "  
6 Moorhead, F. G., 58 So. 10th ave "  
7 Ormond, A. B., 218 So. 2nd ave "  
8 Snyder, J. H., 124 Mt. Vernon ave "  
9 McIntyre, Donald J., 174 5th st Williamsbridge

Century Wheelmen.

- 510 Boyd, John, 274 Columbus ave New York  
Unattached.  
1 Lambias, Miss Fannie T., 102 Montague st Brooklyn  
2 Snelling, J. P., 425 Decatur st "  
3 Stiles, S. E., 51 Greene ave "  
4 Dembke, Herman E. O., 163 Warwick st "  
5 Baldwin, Wm. J., 151 Halsey "  
6 Bardwell, Mrs. Silvie D., 60 Cambridge pl. "  
7 Colte, Frank F., 335 Dean "  
8 Leimbach, Louis L., 1061 Hancock "  
9 Martin, Frederick E., 352 7th ave "  
520 Timis, Irving A., 144 Schermerhorn "  
1 Thompson, Wm. A., 258 13th st "  
2 Willock, Fred J., 142 Woodbine "  
3 Melvin, William Kingsbridge  
4 Adams, Rev. Geo. W., 1 Church st Lancaster  
5 Gorton, John V., box 95 Liberty Falls  
6 Murphy, H. C., Middlefield  
7 Hufnagel, C. B., 54 S. 4th av Mt. Vernon  
8 Zerfass, Chas. E., 17 Cottage av "  
9 Baer, Maurice, 126 W. 112th New York  
530 Bopp, John F., 2030 Second av "  
1 Fritz, Chas., 1913 Amsterdam av "  
2 Mommer, Fred E., 54 E. 91st st "  
3 Pailin, H. J., 2179 Third av "  
4 Smith, H. A., 15 Nassau st "  
5 Smith, I. Henry, 1 W. 35th st "  
6 Vath, Geo. F., 359 Fourth av "  
7 Daniels, Henry A., 44 W. 61th st "  
8 Drivet, Jacques M., 177 W. 95th st "  
9 Arnold, Reginald H., 60 W. 53th st "  
540 Arnold, Mrs. Reginald H., 60 W. 58th st "  
1 Birchett, Alfred, 341 W. 32d "  
2 Conrad, Henry, 51 Manhattan "  
3 Dow, C. E., 949 E. 155th "  
4 Frankfort, M., 110 W. 39th "  
5 Fay, Geo. J., 440 W. 27th "  
6 Gabbow, Jacob, 25 Stuyvesant "  
7 Kearney, John A., 457 W. 27th "  
8 Klein, Max, 8 E. 112th "  
9 Mittenzwer, Louis H., 52 W. 29th "  
550 Mastin, J. Edward, 111 W. 70th "  
1 Michener, W. H., N. Y. Times comp. rooms "  
2 Murray, W. J., 125 W. 75th "  
3 Murray, Mrs. W. J., 125 W. 75th "  
4 Rothchild, Jos., 104 W. 75th "  
5 Wallberg, Geo. W., 256 W. 115th "  
6 Cornell, Harry, box 38 Norwood  
7 Thoms, Geo. R., 131 Powers bldg. Rochester  
8 Kipp, Samuel A., 30 Highland av Sing Sing  
9 Barlow, J. Curry, 129 Main st "  
560 Kamp, Albert, 119 Main st "  
1 Washburn, S. Olin, Main and Spring "  
2 Schwab, A. L., box 177 Tompkinsville

## Over 122,000, OHIO, 6-3081.

Lobdell C. C.

- 563 Wagner, Alfred J., 147 Front st Marietta  
Unattached.  
4 Steck, Carl, Ber-a  
5 McCall, John F., 33 Hazard Cleveland  
6 Henderson, Miss Jessie C., 24 E. 2d Portsmouth  
7 Pinkerton, Kate A., Putnam av Zanesville  
8 Sturtevant, Mrs. Ella H., Putnam av "

# 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 KIRKER,  
148 Ellison St., Paterson, N. J.  
Treasurer, JOHN W. CLUNDRING,  
269 14th St., Portland, Oregon.  
Secretary, ABBOT BASSETT,  
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. DURNTER, 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. AYRES, 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.

## DIVISION OFFICERS.

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

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

COLORADO. Chief Consul, A. H. Searles, Burlington Block, Denver. Secretary-Treasurer, Isaac Sutton, 730 Cooper Building, Denver.

CONNECTICUT. Chief Consul, Philip W. Westlake, Bridgeport. Secretary-Treasurer, Lester H. Sweet, Box 953, Hartford.

DELAWARE. Chief Consul, Wm. T. Budd, care H. H. Co., Wilmington. Secretary-Treasurer, Walter D. Bush, Jr., 404 So. Clayton St., Wilmington.

DISTRICT OF COLUMBIA. Chief Consul, W. T. Robertson, 429 10th St., N. W., Washington. Secretary-Treasurer, C. E. Wood, 1325 14th St., N. W., Washington.

FLORIDA. Chief Consul, Geo. L. Bahl, Gardner Bldg., Jacksonville. Secretary-Treasurer, F. B. Matthews, Gardner Bldg., Jacksonville.

GEORGIA. Chief Consul, W. E. Grady, 113 Bay St., East, Savannah. Secretary-Treasurer, Wm. Denhardt, Box 216, Savannah.

ILLINOIS. Chief Consul, William H. Arthur, 1407 Ashland Block, Chicago, Ill. Secretary-Treasurer, George D. Locke, 220 West Pearl St., Jerseyville.

INDIANA. Chief Consul, Wallace Sherwood, 27½ So. Delaware St., Indianapolis. Secretary-Treasurer, James A. Allison, 121 West Georgia St., Indianapolis.

IOWA. Chief Consul, A. C. Miller, 1426 East Grant Ave., Des Moines. Secretary-Treasurer, E. A. Sherman, Cedar Rapids.

KANSAS. Chief Consul, J. L. Bishop, Salina. Secretary-Treasurer, W. C. F. Reichenbach, Box 205, Topeka.

KENTUCKY. Chief Consul, Chas. H. Jenkins, care Standard Oil Co., Louisville. Secretary-Treasurer, Owen Lawson, 2510 W. Jefferson St., Louisville.

LOUISIANA. Chief Consul, Jos. M. Gore, 1405 Peters Ave., New Orleans. Secretary-Treasurer, Adrian F. Aitkens, 912 Fourth St., New Orleans.

MAINE. Chief Consul, Abner W. Lowell, 515 Congress St., Portland. Secretary-Treasurer, Percy H. Richardson, 122½ Exchange St., Portland.

MARYLAND. Chief Consul, Conway W. Sams, Bank of Baltimore Bldg., Baltimore. Secretary-Treasurer, R. H. Carr, Jr., 607 and 621 Law Building, Baltimore.

MASSACHUSETTS. Chief Consul, Sterling Elliott, 12 Pearl St., Boston. Secretary-Treasurer, Arthur K. Peck, Office of the Division, Room 64, No. 221 Columbus Ave., Boston.

MICHIGAN. Chief Consul, Edward N. Hines, 35 W. Larned St., Detroit. Secretary-Treasurer, Leo A. Caro, City Hall, Grand Rapids.

MINNESOTA. Chief Consul, Albert B. Oviatt, 805 P. Bldg., St. Paul. Secretary-Treasurer, Chas. E. Bond, 205 Temple Court, Minneapolis.

MISSISSIPPI. Chief Consul, D. S. Wright, Vicksburg. Secretary-Treasurer, W. B. Abbott, Box 75, Natchez.

MISSOURI. Chief Consul, Henry V. Lucas, 105 No. 3d St., St. Louis. Secretary-Treasurer, Louis Rosen, 220 So. Broadway, St. Louis.

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

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

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

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

NEW MEXICO. Chief Consul, Eugene Randolph, Cerrillos.

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

NORTH CALIFORNIA. Chief Consul, George H. Strong, 220 Market St., San Francisco. Secretary-Treasurer, Willis C. Munro, 2143 Grand St., W. H. Cincinnati.

NORTH CAROLINA. Chief Consul, James G. Hollingsworth, Fayetteville. Secretary-Treasurer, E. L. Remsburg, Fayetteville.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

WISCONSIN. Chief Consul, M. C. Rotter, 505 East Water St., Milwaukee. Secretary-Treasurer, Sam. J. Ryan, Appleton.

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

## MARYLAND DIVISION.

This week the Good Roads Bills, the Liberty Bill and the Pneumatic Tire Bill will be presented to the Legislature; now is the time to get at work. Spare a little time to examine these bills, give them your support, and aid in their passage by using all your influence in this matter. Do not blame the officers of this Division if these bills do not become laws if you will not help us. We can do nothing without the active assistance of the members of the Division.

Fraternally yours,

CONWAY W. SAMS, Chief Consul.

## RENEWAL BLANK.

ABBOT BASSETT, Secretary L. A. W., 12 Pearl Street, Boston, Mass.

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

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

Name.....

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

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

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

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

## Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary L. A. W., 12 Pearl Street, Boston, Mass.

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

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

Name.....

Street or Box.....

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

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

## TRANSPORTATION.

Certificate for St. Louis meeting will not be honored for return which show the purchase of going tickets earlier than three days prior to the date announced as the opening date of the meeting, etc.

TRANSPORTATION COMMITTEE.

## RENEWAL LIST NO. 3.

Including renewals from Jan. 17th, 1898, to Jan. 21st, inclusive.

Alabama	New Jersey	13
Arizona	New Mexico	87
Arkansas	New York	1
Colorado	North Carolina	1
Connecticut	North Dakota	1
Delaware	Ohio	7
District Columbia	Oklahoma	1
Florida	Oregon	58
Georgia	Pennsylvania	7
Idaho	Rhode Island	8
Illinois	South Carolina	4
Indiana	South Dakota	1
Iowa	Tennessee	1
Kansas	Texas	1
Kentucky	Utah	5
Louisiana	Vermont	1
Maine	Virginia	1
Maryland	Washington	1
Massachusetts	West Virginia	1
Michigan	Wisconsin	1
Minnesota	Wyoming	1
Mississippi	Canada	1
Missouri	Foreign	1
Montana	Mexico	1
Nebraska	Indian Territory	1
Nevada		271
New Hampshire		

## INDIANA DIVISION.

There are still a few of the National Meet honor badges left for our members who want to wear them at the Meet this year. There are only five, however, and you should get a hasten on with your ten applications. Remember that ten applications give you not only this badge, but also our regular Division badge for '98. The following is our list of National honor-badge winners to date:

1. Conrad Mueller,	Indianapolis
2. D. M. Farnsworth,	Michigan City
3. C. K. Henderson,	Indianapolis
4. C. H. Knight,	"
5. John A. Wilde,	"
6. J. A. Allison,	"
7. Jos. Pfeiffer,	"
8. F. R. Levering,	"
9. L. M. Robinson,	"
10. T. B. Hatfield,	"
11. J. D. Decker,	"
12. H. T. Hearsey,	"
13. C. B. Rockwood,	"
14. A. J. Cochran,	"
15. Hal W. Reed,	"
16. Hiram Brown,	"
17. T. E. Hunter,	"
18. W. G. Heberhart,	Madison
19. F. H. Church,	Knightsdown
20. H. A. Dill,	Richmond

Our Division honor badge for '98 has been ordered, and by the time this reaches you they will be in the hands of those who have already won them. The design of this year's badge is a great improvement on that of '97. It is a pin of solid gold about the size, or a little larger, than our button, and can be worn in place of the latter.

Who will go on record this year as the workers of the Indiana Division! Last year forty-seven carried off the badge, which was a distinguishing mark of their service in the cause. We ought to have five hundred this year to fill their places. It seems to us that Indiana should be able to say on Dec. 1, 1898, that there has not been one single drone in the hive; that all have performed faithful work towards making this the Meet year of our Division, the most successful ever had in the West. With the great Meet a certainty for next August, and the active interest of every wheelman in the State is taking in that event, there is no reason why the Indiana Division should not be the largest Division in the West. There are many prospective applicants for membership only waiting for you to ask them to join. New York and several other States will fill the town full of their honor-badge wearers during the Meet. Let Indiana's honor-roll members outnumber them all together. Below we give you the list of those who are already on our rolls. Let us double this number in the next few days.

1. F. R. Levering,	Lafayette
2. L. M. Robinson,	Madison
3. T. B. Hatfield,	Indianapolis
4. J. D. Decker,	"
5. H. T. Hearsey,	"
6. C. B. Rockwood,	"
7. A. J. Cochran,	"
8. C. Mueller,	"
9. W. H. Heberhart,	Madison
10. F. H. Church,	Knightsdown
11. H. A. Dill,	Richmond

## LOCAL CONSUL BUTTON.

We have a neat and inexpensive button for Local Consuls. Sent by mail for 20 cents.

## ILLINOIS DIVISION.

## SECRETARY-TREASURER'S REPORT.

To the Chief Consul, Board of Officers, and Members of the Illinois Division:

It is with much pleasure I submit to you my second annual report as Secretary-Treasurer of this Division, and my re-election to a third term I consider a high compliment, and to say I appreciate it is putting it mildly. I shall try to briefly outline the work done the past year, and with united efforts, what can be accomplished the coming year.

Membership.—The membership Dec. 1, 1896 was 3,100, while this year we had 3,773, showing an increase of only 583, which you can readily see is not what we anticipated one year ago. One of the greatest drawbacks we have had in keeping up our total membership was due to the fact that only 1,998 of the 3,100 members renewed their membership, leaving on the records for the past year 1,102 delinquent members. Therefore, only about 62½ per cent. of the members renewed their membership, but I wish to impress upon you that it is not due to the lack of work on the part of our Secretary-Treasurer to secure their renewals, as every delinquent member has had at least five notices. The first notice is sent thirty days prior to the date of expiration, the second on the date of expiration, the third, thirty days after expiration, the fourth, sixty days after expiration, and the fifth is sent about ninety days after expiration. I will say that at least 400 of these notices have been returned to me unclaimed, evidently due to the fact that members changed their address and did not notify either Mr. Bassett or myself. This is a very important matter to those who desire to retain their membership and receive the official notices that are sent out from time to time, and I trust that every member will bear this in mind in the future and immediately notify me of any change in his address.

Expenses.—This is the most important subject to be dealt with, as so much has been said about expenses the past few months. I feel it my duty to go into detail, because I think you may obtain an insight of how your affairs have been managed during the year last past.

Since Dec. 1st, 1896, the expenses incurred by the various officers and committees have been as follows:

Chief Consul	\$1,007 01
Vice-Consul	11 75
Secretary-Treasurer	1,789 01
Recruiting Committee	932 19
Legislative Committee	132 82
Road Map Committee	723 71
Executive Committee	13 33
Rules and Regulations Committee	10 59
Board of Officers	39 74
Bills from 1896	306 55
Chicago office	22 85
Loan account	22 35
Printing account	950 85
Legal services	30 00
Badge account	234 40
State Meet Entertainment	300 00
Prize account from 1895	60 00

Total expenses for the year..... \$6,585 15

Of the above accounts the following amounts have been paid:

Chief Consul	\$504 44
Vice-Consul	11 75
Secretary-Treasurer	1,407 38
Recruiting Committee	932 19
Legislative Committee	132 82
Road Map Committee	400 00
Bills of 1896	306 55
Chicago office	22 85
Loan account	22 35
Executive Committee	13 33
Printing account	223 95
Badge account	6 90
Legal services	30 00

Total amount paid ..... \$4,412 51

The following accounts are unpaid:

Chief Consul	\$102 57
Secretary-Treasurer	381 63
Road map	323 71
Printing account	726 90
Badge account	227 50
Board of Officers	39 74
State Meet	300 00
Prize account from 1895	60 00
Rules and Regulations Committee	10 59

Accounts unpaid ..... \$2,172 64

Itemized list of outstanding accounts and indebtedness of the Illinois Division, L. A. W.:

National Treasurer, due Dec. 1, 1897	\$1,000 00
State Bank, Jerseyville, due Dec. 1, 1897	500 00
Jos. M. Page, Jerseyville, printing	432 30
Transcript Co., Peoria, printing	145 50
Transcript Job Printing Co., Peoria, printing	127 70
J. W. Charlton, New York, honor badges	137 50
Fred Patee, Chief Consul, Peoria	102 57

Geo. D. Locke, Sec.-Treas., Jerseyville	
August account	103 95
September account	64 22
October account	95 05
November account	86 31

Traveling expenses	14 05
Traveling expenses	7 75
Fanning Cycle Mfg. Co., due Dec. 1, 1897	60 00
Arthur D. Black, Road Map Committee	26 71
Arthur D. Black, Road Map Com., printing	289 93
H. S. Dixon, Dixon, Ill., printing bill, Racing Board	9 00
Standard Ptg. Co., Hannibal, Mo., printing	12 40
Library Bureau, index cards	8 50
O'Hara Waltham Dial Co., cap pins	90 00
Robinson & Murphy, entertainment State Meet	300 00
Wyckoff, Seamans & Benedict, St. Louis, typewriter supplies	1 80
C. A. Allen, Chicago, expenses Meeting Board of Officers	9 35
A. D. Black, Chicago, expenses Meeting Board of Officers	8 25
Frank H. Holmes, Kankakee, expenses Meeting Board of Officers	6 34
J. Roy Brown, Quincy, expenses Meeting Board of Officers	7 90
Loren C. Cox, Quincy, expenses Meeting Board of Officers	7 90
Frank H. Holmes, Kankakee, Rules and Regulations Committee Meeting	10 59

Total indebtedness Dec. 1, 1897 ..... \$3,665 57  
The first item of expense is that of the Chief Consul; \$366.55 is for traveling expenses; \$510.46 is for postage, freight, express, cartage and incidentals; \$190.00 is for clerk hire.

The next item is that of the Vice-Consul, —\$11.75 for traveling expenses.

The next item is that of the Secretary-Treasurer, \$1,789.01; \$707.71 is for postage, freight, express, cartage and incidentals of his office; \$930.75 is for clerk hire; \$144.55 is for traveling expenses. The expenses of my office may seem very great, but in consideration of the great amount of work which has been done the past year, I do not think, after a careful consideration, that you will deem it very large. During the year last past, we have dispatched from this office, by mail, over 75,000 pieces, 10,000 of which were personally dictated letters. Our correspondence, you can see, takes considerable time and attention. The membership roll takes a great deal of time to keep it in proper shape. Throughout the year I have had the assistance of a clerk and stenographer, and they have been busy on League work from eight o'clock in the morning until six at night, and all of my spare time I have assisted them. It is absolutely necessary to have this assistance in order that the affairs of the division may be properly conducted and that definite and well-planned work may be carried on. The work of the Secretary-Treasurer has been increased more in the past two years by the reason of memberships expiring at all times of the year, and I sincerely hope that you can plainly see the necessity of your Secretary being allowed plenty of assistance in the way of clerk hire.

The next item of expense is that of the Recruiting Committee, of which I am the chairman; \$500.30 was expended for postage; \$172.84 for application blanks and circular matter; \$259.05 commission given to agents.

The next is that of the Legislative Committee which is \$130.82 for traveling expenses on account of the baggage bill.

Next item is \$723.71 for the Road Map Committee, which includes clerk hire, postage, engraving and incidental expenses incurred by the chairman and his associates.

Next item is that of the Executive Committee, \$13.33, being for incidental expenses of Mr. A. A. Billingsley, a member of this committee; \$2.20 being hotel bill incurred at the meeting of the committee held in Jerseyville.

Rules and Regulations Committee, \$10.59, expenses of Frank H. Holmes, a member of this committee, at Peoria, for the purpose of canvassing the vote of the recent election.

Board of Officers, \$39.74, due the members for attending the meeting of the Board, at Peoria, Dec. 12, 1896.

Chicago office, \$22.85, being amount expended by the Consulate for incidental expenses.

Loan account of \$22.35 is interest upon money borrowed from the State Bank of Jerseyville.

The next item is printing, —\$432.30 is for printing all the supplies of the Secretary-Treasurer since June, 1896; \$323.20 is for printing done at Peoria, for the Chief Consul; \$195.35 is for lithographed letter-heads for the officers and various committees.

Legal services, \$30.00, amount paid Catlin, Moulton & Weber, division attorneys for costs advanced.

Badge account, —\$137.50 is for fifty Honor Badges; \$60.00 is for cap pins; \$4.90 is for Local Consul's pins and \$2.00 is for boxes for sending out the Honor Badges.

State Meet entertainment, —\$360.00 is for entertaining the members at the meeting, held in Springfield, June, 1897.

Prize account from 1895, —\$60.00 is for the tandem purchased from the Fanning Cycle Mfg. Co., and given to the Illinois Cycling Club for having won the same in the competition of 1895.

1897. ITEMS OF RECEIPTS.	
June 26, Balance on-hand as per statement rendered	\$316 02
Aug. 27, Fred Patee, for cap pins sold at Chief Consul's office	20 71

**Over 122,000, PENNSYLVANIA, 31 - 24 972**

**Ally Cyclers.**  
 569 Heckert, Wm. S., 240 Juniata Allegheny  
 Mercury W.  
 570 Bear, Raymond R., 926 Linden Allentown  
 Tannhauser W.  
 1 Weglein, Louis, Jr., 30th and Cam-  
 bridge Philadelphia  
 Betsy Ross.  
 2 Holden, Howard H., 409 McKean "  
 Williamsport Wheel Club.  
 3 Mills, Geo. A., 17 W. 3d Williamsport  
 Unattached.  
 4 Blenkley, Wm. Ambler  
 5 Stoker, H. S., Front Berwick  
 6 Johnson, Richard, 4314 Orchard Frankford  
 Truxel, Francis M., box 146 Greensburg  
 8 Alexander, Bates, 53 W. Penn.  
 Germantown  
 9 Jacoby, H. M., 5308 Wayne av "  
 580 Rumpf, John L., Stenton av and "  
 Sprague  
 1 Brinton, Caleb J., 1945 Ridge av  
 Philadelphia  
 2 McFadden, Jos., 2122 South st "  
 3 Price, Alice A., 1512 Poplar st "  
 4 Brown, Fred C., 1810 N. 23d "  
 5 Hamburger, W. S., 3521 N. 19th "  
 6 Hughes, S. J., 610 Market "  
 7 Higgins, Jas., 2734 Emerald "  
 8 Landis, Miss Katie W., 1720 Stillman "  
 9 McHugh, John, 9 N. 11th "

590 Poryzees, Chas. P., 15 S. 15th "  
 1 Thornley, Jas., 167 Wilt "  
 2 Wolf, John, 908 Boston av "  
 3 Young, Jos., 2142 Mountain "  
 4 Zeiss, Geo., Bucknell "  
 5 Gangwisch, Richard H., 257 S. Pacific  
 Pittsburg  
 6 Phillips, Horace A., 943 Liberty st "  
 7 Smith, Elizabeth H., box 13 Wind Gap  
 8 Reagan, Edward C., 128 Osborne  
 Willsahickon  
 9 Reagan, Mrs. Flora H., 128 Osborne "

**Over 122,000, RHODE ISLAND, 6-1686.**

Unattached.  
 600 Kelton, Nahum A., 78 Harrison st  
 Providence  
 1 Manchester, L. R., box 56 So. Portsmouth  
 2 Murphy, M. J. Warren  
 3 Barton, A. C., box 546  
 4 Conley, John E., box 87  
 5 McDonough, John P., box 565 "

**Over 122,000, SOUTHERN CALIFORNIA, 4-425.**

San Diego W.  
 606 Burt, John P., 3044 F st San Diego  
 7 Marston, Geo. W., cor. 5th av and C "  
 Unattached.  
 8 Post, Alfred A., box 142, Sta. C  
 Los Angeles  
 9 Robinson, E. C., San Antonio av Pomona

**Over 122,000, SOUTH DAKOTA, 1-41.**

B. H. B. C.  
 610 Peters, Harry Fort Meade

**Over 122,000, VIRGINIA, 4 189.**

Independence C. C.  
 611 Dalton, Frank A., 16 N. Governor  
 Richmond  
 2 Valentine, E. Conway, 216 W. Marshall  
 3 Richardson, Chas. B., 1110 E. Main  
 4 Samuel, Lewis B., 713 E. Main

**Over 122,000, WASHINGTON, 1 389.**

Unattached.  
 615 Critchett, F. L. Everett

**Over 122,000, WISCONSIN, 1-2624.**

Unattached.  
 616 Bernet, E. J. La Crosse

**Over 122,000, FOREIGN, 1-36.**

Calpe C. C.  
 617 Serfaty, Abraham E., Parliament lane  
 Gibraltar

**THE L. A. W. CALENDAR.**

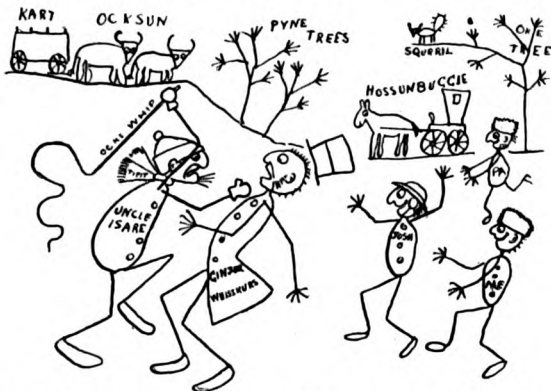
"I have been twenty years in the insurance business and have handled many calendars, but yours caps the climax."

The above is one of many similar opinions.

Twenty-five cents to the "Calendar Editor" gets one of these mammoth calendars, postpaid.

Deer Uncle Bulatin:

Uncle Isares bin reedin abowt Bunko men in the paypers laity most evry nite. He hez bin orful soar on um ever sence he gut Bunkoed upp to the sitty. Yu no I rote yu abowt it. Wel he red larst nite thatt a Bunko feller wuz wurkin the Squaket naberhude an skinnin orl the ritch men. Uncle Isares prutty wel fictsed yu no. The payer sed the feller wuz driven rownd with a hossunbuggie.



Uncle Isare sed heed jest like to see thatt feller wunce, heed lamm him til he kudent stan up. Wel toda me an Pa an Uncle an Josh druv upp to Uncles woad lot upp on the Rocky hill with a Yoaker-ocksun to git sum woad. Weed jest gut thare whenn alorg kum a feller driven a hossunbuggie. The feller wuz slimm and hed syde whisskurs jest as redd as cood be, reglar ginjur wuns. He hopped out of the buggie an sez, "This is Mister Isare Higgins, iz it nott." Uncle sez "Yez." Ginjur Whisskurs sez

"I here that yu ar wun of Fest Squakits welthy men an Ime lukin fer thatt kined" sez he grinnin sorter oylly. Wel Uncle Isare farely choaked, he wuz so mad. "Yu be, be yer" sez he "Darnyerhyde Ile sho yer" and furst thyng yu no he grabed that felur an giv himm the orfullest lickin with hiz ocks whip that ever yu sor. Pa tryd tew stopp himm but he coodent. When heed licked Ginjur Whisskurs till he wuz tired, he sez "Thare, now darn ye, yu git inter that buggie an git owter thiss kownty kwickern literin. If yu opun yer hed Ile kil yer." Ginjur Whisskurs didnt dast to sa anithyng but jest gut inter his buggie an druv orf, fast az anithyng. Orl the wa hoam Uncle Isares bin telin thatt he lernt wun Bunko kuss a lessen. Uncle feels mity bigg. Pa dont sa mutch butt he lukes kindur funnie. I like upp hear to Eest Squakit butt I mis Jim. Jims owr kat.

Your luvn neffyu

Sandy.

P. S. The sherifs jest bin hear and arested Uncle Isare fer asaltin the nu Methdis ministur fromm North Squakit. The ministur wuz lukin upp the ritch men sos to git subscrippshuns to bild the nu chaple. Pa an me an Josh is goin ovur tu kort with Uncle Isare. Thiss is hott stuff. S.

**GIVE THE LADIES A CHANCE.**

In order to do full and complete justice to the "Ladies of the League," the following suggestions are submitted by No. 119,527 for the consideration of the delegates at the Annual Meeting next month: Ladies should be allowed to compete at Race Meets under sanction, for prizes to be given to Meritorious Riding, competitors to be divided into two classes according to their use of drop or diamond-frame machines; the competitors to do such riding and perform such movements as will best show position, gracefulness, ease, motion, style and general knowledge of handling a wheel, mounting and dismounting, right and left turning, riding in circles, ankle action and the like.



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## QUERIES AND ANSWERS

**MRS. N. L. S.:**— See page 42 of the January 14th issue of the *L. A. W. BULLETIN* for information regarding the renumbering of League members.

**No. 80,776:**— Lists of records can probably be obtained from the chairman of the Racing Board. An exhaustive study of the "Physiology of Pace-making" was made by Dr. Turner some years ago. His papers describing it were published in the *London Cyclist* from Nov. 19, 1890 to Jan. 28, 1891. They are very valuable.

It is said that it costs nearly fifty thousand dollars a year to sprinkle sand on the London streets to prevent horses from slipping.

A pair of small pliers, a file, a hat pin and a cork from a medicine bottle were the tools used by No. 78,076 in setting his cyclometer back to zero.

Another paradox we've seen:  
 A man who's blunt 'tho' sharp and keen.  
 —*L. A. W. Bulletin.*

A man who has an "edge on," too,  
 Is often very dull, 't is true. A. E. L.

### REGARDING CALENDARS.

Prof. Herman S. Davis, of the Columbia University, who recently offered, through the *L. A. W. BULLETIN*, to send his "Columbian perpetual calendar" to any one "sending stamps and, at least one question, however difficult, for solution," wishes us to add that said questions must relate to such curious facts relative to the calendar as were mentioned in the *L. A. W. BULLETIN* of Dec. 31. At present he is being snowed under with such questions as the following:

"Why does a cat, when eating, turn its head first one way and then another? One answer is barred, viz.: because it can't turn it both ways at once."

The professor is an astronomer and not a zoölogist, and will answer questions concerning calendars but not about cats.

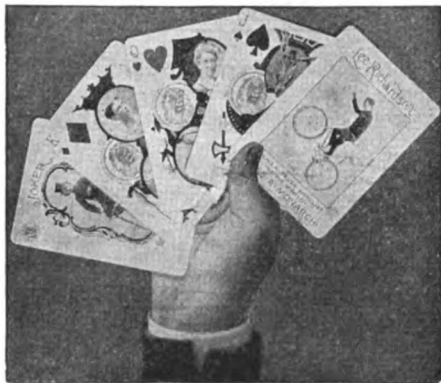
### THEY WANT CYCLE PATHS.

The example of Niagara county, N. Y., is to be followed by Monroe county. The wheelmen there are asking for a county Side-Path Law, and propose to tax all wheels twenty-five cents annually for the building and maintenance of cycle-paths. Only wheels having the license tag attached will be allowed to use the paths.

Oh bank, with overflowing till!  
 With all thy vaults we love thee still.

A PARIS citizen had to pay fifteen francs damages caused by his dog upsetting a cyclist.

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