

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, February 4, 1898. Number 5.



ROADWAY NEAR LEEDOM'S MILLS, DELAWARE CO., PA.

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, 102,423.

Digitized by Google



“Things that have a common quality ever seek their kind.”—Meditations of Marcus Aurelius.

Marcus Aurelius Antonius, emperor and philosopher, gave utterance to a wise but abstract truth when he said that “Things that have a common quality ever seek their kind.”

In the business of selling tires we are frequently confronted with conditions the reverse of the dictum of the Roman Sage.

We find some bicycle makers purchasing materials of the best quality—best with the exception of tires—who are exerting every effort to keep from supplying their agents with Palmer Tires, even in the face of their own frank admission that Palmer Tires excel in speed, in repairability and in easy riding qualities.

Thus do they endeavor to prevent common quality from seeking its kind. Reason? Price.

Palmer Tires are higher priced because they are made of purer rubber, better rubber, more rubber, and infinitely superior fabric to that which goes into the composition of any other pneumatic ever manufactured.

The only method by which the agent can get the best results and completely satisfy his customers is by specifying Palmer tires. Palmer Tires make easy running wheels run easier.



The Better Part of Valor.

“He who fights and runs away
 May live to fight another day,”
 And, should the running make him lame,
 May draw a pension for the same.

A SAD CASE.

A New Jersey Division member writes, “I gave my bicycle three months ago to a repair shop, and I have asked for it and sent for it, but it seems as if I cannot get it returned again. Can you give me any information as how to get it back?”

[It seems as though if you were to settle the bill in full and then say “Please,” your bicycle should be forthcoming. If it is n’t we should advise you to thrash the “repair shop,” or else tell your trouble to a policeman. — Ed.]

SCHOOLS SUFFER FROM BAD ROADS.

In a State in which there is a compulsory school law, a father was summoned to explain why he had not sent his children to school, and he asserted that the State had failed to provide roads over which it was safe to send them, or which were at all passable at many seasons of the year, and the judge held his objection to be well taken.

Public schools are maintained at large expense, but there is probably not a State in which children are not at times prevented from attending them, simply on account of the condition of the roads. A

great wrong is thus inflicted on the children as the result of a short-sighted and wasteful policy.

HE LIKES CANADA.

League member No. 139,287 writes, “My wife and I went to Canada last July and remained five weeks; experienced no difficulty whatever with our cycles. We wore, on all occasions, our royal purple on our handle-bars. The custom officials were polite and courteous. The people we met were very pleasant. Our League tickets were a passport between Canada and Niagara Falls, where we stopped a week, going back and forth between the two countries at will. I would say to League members, try Canada for your Summer outing one season.”

FROM BAD TO WORSE.

“In most parts of Iowa, thirty to forty years ago, the ‘natural’ roads were vastly better than many of the Iowa official roads of today,” says the *Iowa Health Bulletin*, “and yet many of these very roads have, at considerable expense, been ‘worked’ for many years. What has become of vast sums of money thus expended? The roads have received no permanent benefit. The money went into circulation, and the roads, much of the time, were in such a condition as to prevent the circulation of the people to a healthful extent.”

Does the “corned” man have a husky voice?

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

Rambler

BICYCLES

\$60 Popular List Price \$60

GORMULLY & 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, 99½ per cent. of the applied power. Send for catalogue and copy of tests to

MORSE CHAIN CO., Trumansburg, N. Y.



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

SMITH'S TWO-ROLLER SPRING SEAT POST

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

We will answer all inquiries.

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

WE HAVE MOVED,

The growth of the L. A. W. BULLETIN has been such as to render its former quarters at 12 Pearl street entirely too small for the transaction of its greatly increased volume of business. New and commodious offices have been secured in the Russia Building, No. 530 Atlantic avenue, corner of Congress street. We are on the seventh floor. The public are invited to "drop up."

On the same floor will also be found the new offices of the National League Secretary, Abbot Bassett, and those of the Massachusetts Division of the L. A. W., making it a convenient matter for the many who wish to transact business with both the L. A. W. BULLETIN and the League.

You'll often find, so observers say,
 That a man who's "fast" is slow to pay.

It is said by a French physician that fruit and milk make the best food for long-distance riding, and that no meat should be taken while doing the day's work.

AN ANOMALY.

I know a host of people with most strange peculiarities, Whose heads contain small brains but hold immense irregularities.

For instance, take the Smith-Vandykes, of highest upper-crustiness,

Who boast of family-trees and coats-of-arms with pompous lustiness;

So proper they, the girls must never from this maxim deviate, 'Tis most indecent on the wheel to wear a skirt abbreviate; Yet when the Summer term comes round, these models of propriety

Hie to the beach, and there beneath the gaze of all society, Mamma and daughters in the surf and on the sands so populous

Wear shorter skirts than on a wheel does rider most unscrupulous.

Likewise when Winter season comes, amid the gay festivities, These self-same people do their part with greatest of activities,

And they who cycle dress condemn low waists wear most complacently,

And think, so says my Irish friend, without, they're not dressed "dacently."

R. P. MC LAUCHLAN.

GOLF stockings are "loud;" the racquets in tennis.

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 GREYER.

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.

FEBRUARY 4, 1898.

THE WORTH OF MEMBERSHIP.

THE fraternal worth of membership in the League of American Wheelmen must be considered as a large part of the returns to be secured for a dollar. This fact cannot be too frequently nor forcefully impressed upon the minds of the newer members and those making application for membership. It is obvious that an organization, every member of which is interested only to the extent of seeing how much it can benefit him financially, must lack the whole spirit of fraternal brotherhood.

A good and acceptable member of the L. A. W. must have a heart as well as a pocket. And the heart should be considered first. As a matter of fact, the League was not designed, originally, to be a money-making organization. Brotherly friendship and a fraternal interest in securing good roads for all and in obtaining what are manifestly wheelmen's rights are the strongest ties holding the great body of members together.

Naturally, man is a sociable, gregarious animal. He likes to associate with his kind. He wishes to be on speaking terms with those about him. The League badge or button serves as an introduction between wheelmen wherever they may meet. It is the ice-breaker which says "Mr. Soandso, this is

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

Sent to paid Subscribers **102,423**

Samples to Advertisers, Exchanges, etc. **4,577**

Mr. Soandso, a brother of yours." And we are here reminded of those verses which tell how somebody got acquainted with Teddy Brown:

"I got acquainted very soon
With Teddy Brown when he
Moved in the house across the street,
The nearest one you see.

"I climbed and sat upon a post
To look, and so did he;
I stared and stared across at him,
And he stared back at me.

"I s'posed he wanted me to speak;
I thought I'd try and see.
I said 'Hello!' to Teddy Brown;
He said 'Hello!' to me."


The League colors, emblem, badge, button or pin serve as a "Hello!" between wheelmen. And in the exchange of fraternal greetings must be found much of the value of membership. The many material reasons for belonging to the League are important and valuable, but they should not constitute the whole incentive for joining.

ELECTRIC ROADS AND HIGHWAYS.

In former issues of the L. A. W. BULLETIN several correspondents have expressed the opinion that the building of electric car lines will eventually prove a menace to the general use and beauty of suburban streets and rural highways.

It is true, no doubt, that many towns and localities, in their desire to avail themselves of the splendid facilities for the transportation of passengers afforded by the electric car service, have permitted car companies to secure more liberal concessions than a conservative view of interests involved would warrant.


The highway is public property, and as such no company should be granted, special rights thereon, unless some adequate return be made for the concessions granted or there be other good reasons. A car line in a public highway becomes a fixture thereon, and hence a permanent hindrance, in a greater or less degree, to all other modes of travel.



Napoleon

Said he could make circumstances. It is also possible to MAKE circulation, but the time and expense necessary are so great that some publishers prefer to *imagine* it. To the advertiser, however, it is a serious matter; he wants to *know* what he is getting.

That's why we print "those figures."



The Boice Puncture Proof ... Tire

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

SEND FOR CATALOGUE.

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

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

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



THE MYERS BICYCLE STAND AND HOME TRAINER

Recommended by physicians for indoor exercise.

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.



ACME Bicycles

High Grade

\$34.50—'98 MODELS

Same grade as agents sell for \$75. We have no agents, but sell direct to the rider at manufacturers' prices, saving agents' profits. Eight elegant models. Best material, superb finish. **EVERY ACME GUARANTEED AGAINST ACCIDENTS as well as DEFECTS.**

We ship anywhere with privilege of examination, pay express charges both ways and refund money if not as represented. Send for Catalogue.

ACME CYCLE CO., 132 Main St., Elkhart, Ind.



The Glover Perfection.

RETAIL PRICE, \$3.50.

Send for free descriptive circulars to

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

GLOVER CYCLE SADDLE CO.
Jackson, Michigan.

The ideal *public* highway is one whereon all the people, no matter what their means of conveyance, have equal rights. The granting of private or special privileges to persons or companies who intend to utilize the same for private gain should be done less freely than when the special privilege is simply for the better accommodation of a class of vehicles.

Electric car lines are designed to encompass both these ends. They are great public conveniences, and, presumably, are private money-makers. They have so-called "rights" that are worth considering. But the whole public, which is the true owner of the highway, has many more.

When a right of way is granted the commissioners should not make it so broad and sweeping as to ultimately render the railway the predominant feature and the other highway interests merely incidental thereto. Drivers of horse-drawn vehicles, cyclists and others are interested in the proper management of highways. There is none too much room in the average roadway. There won't be enough if any one interest is allowed to gobble up more than in justice belongs to it.

Incidentally it may here be mentioned, a correspondent writes from Battle Creek, Mich., that a new electric line proposes to usurp without remuneration fifteen miles of cycle side-path leading out of that city as a ready-made road-bed. The Battle Creek Cycle Club has expended about \$3,000 in building this path. If the thousands of cyclists in Battle Creek and their friends do not receive a satisfactory

remuneration from the car company or the highway commissioners in one way or another, it will be because they are not properly organized, and fail to use the ballot for the public good as it was intended it should be used.

We know a paradoxical spot
 That's Chili 'though the weather's hot.

THE CHAINLESS BICYCLE.

We frequently receive letters asking our opinion as to the chainless bicycle. We do not feel competent to give advice on this subject that would be of real value, in view of the claims that are made for comparatively recent improvements in the chainless wheels. There are many forms of bicycle-driving mechanism which do not use chains, the most commonly advocated being the system of bevel gears connected through the medium of a longitudinal shaft inside of one of the rear forks.

Most of the chainless bicycle manufacturers also make chain wheels, and they will, of course, give customers every opportunity to satisfy themselves as to relative merits.

The chainless bicycle has many enthusiastic endorsers, and at the same price would undoubtedly give the chain wheel of '98 a hard race in the market. Just what the outcome will be no one can at this date predict with certainty. A year's experience will tell the story.

Bicycle Dealers and Repairmen

SEND FOR OUR
CATALOGUE

NEW METHODS
IN
CONSTRUCTION



**Vulcanizers.....
Brazers.....
Enameling Ovens
Cements.....
Bicycle Supplies.**

PRACTICAL
IN
OPERATION

Manufactured by

**THE NATIONAL CEMENT
AND RUBBER MFG. CO.**

(INCORPORATED).

Toledo, Ohio, U. S. A.

THE PARK SPRING SADDLE



Built on
scientific
principles.



Patent
Gun Lock
Spring.

See the Spring that makes all roads appear smooth; no jar, no vibration, no weariness or tired feeling after riding. Broad seat, narrow pommel. Price reduced from \$8.00 to \$3.50. A trial free.

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

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

The Queen's English.

The poets speak of fields "bedewed :"
Such grammar we forbid
As being altogether rude ;
They should say "fields bedid."

ROAD WHEEL SPECIFICATIONS.

Requests for advice regarding suitable specifications for road wheels frequently come to hand. It is practicable to reply to them in two ways: By taking an individual case, learning all about the rider — his size, build, weight, height, strength, tastes, experience and riding ability — and, after a complete diagnosis, prescribe in detail; or, by outlining, in a general way, what constitute good and desirable features for most riders.

It has been suggested that we prepare a table which would show at a glance all the proper specifications for any given person. Just how this could be done satisfactorily is not clear. A great difficulty in such an undertaking lies in the number and variety of the elements that must be considered. The personal equation affects the selection of suitable specifications to a great extent. Frequently, two men of apparently equal strength and capabilities prove to be entirely dissimilar, while a slightly-built rider, of poor physique, turns out to be a much harder wheelman than his more robust and athletic companion.

Advice in individual cases requires special and complete knowledge of a person. General principles,

The Defender,—Smooth Tread



The Defender Special,— Corrugated Tread.

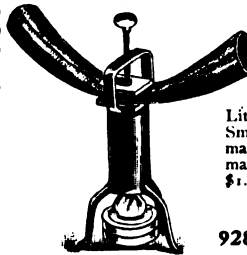
The Defender seldom needs a mender;
If you want to go, insist on a Kokomo.

Manufactured by...

THE KOKOMO RUBBER CO.
Kokomo, Ind.

Little Giant Vulcanizer

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



\$1.50 ISN'T MUCH

to pay for a Practical Vulcanizer.

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

HILL & LYSER,
928 Walnut St., Philadelphia, Pa.

ples, however, may be laid down for help and guidance, without attempting to dogmatically prescribe all details. A considerable amount of leeway must be allowed for personal tastes, ability and adaptability. In case of doubt on any point it is best to pursue a moderate course, and select, for instance, neither too long a crank nor too high a gear.

In any event, it must be remembered that a mere union of certain features in a bicycle will not necessarily produce a good wheel. Proper design and suitable specifications are of the utmost importance; but so are good material and first-class workmanship. It is therefore important that, after selecting the design and deciding on the points that ought to be embodied in a machine, the work should be done by a maker whose reputation, experience and methods will give assurance of satisfactory results.

The best makers generally allow purchasers enough options to enable them to obtain about what they desire. The range of choice in gears likely to be offered for the coming season should prove ample. A nine-tooth rear sprocket is the most desirable size, with the front one of the size necessary to give a desired gear. An eight-tooth rear, however, is to be preferred to a ten. It does not appear, as yet, that equally good options will be offered in lengths of crank, but they will come eventually, when riders demand them.

Of course, it is quite impossible to prepare separate sets of specifications for all who might be interested to have them. We will, however, offer some

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.



STERLING BELLS

All Styles and Sizes.

ARE
THE
BEST...

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



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.

ASK YOUR DOCTOR

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

NEW YORK 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.

general suggestions, calling attention to the fact that much latitude is allowed in them, and suggesting that, particularly at the outset, it is well to be very moderate. The middle and higher gears are quite sufficient to allow a strong, active rider, with practice, to cover from fifteen to twenty miles an hour if he so desires, while, with the lower and middle gears, any hills can be climbed with reasonable practice.

SUGGESTIONS FOR ROAD WHEELS.

Frames.

20 inch,	for riders up to 5 ft. 3 ins.
22 " "	for riders from 5 ft. 3 ins. to 5 ft. 7 "
24 " "	" 5 ft. 7 ins. to 5 ft. 11 "
26 " "	" 5 ft. 11 ins. to 6 ft. 2 "
28 " "	over 6 ft. 2 "

Cranks.

(Cranks should run in quarter-inch sizes, as 6 1/4, 6 1/2, 6 3/4, etc.)	
6 to 6 1/4 inch,	for riders up to 5 ft. 2 ins.
6 1/4 to 6 3/4 inch,	for riders from 5 ft. 2 to 5 ft. 5 "
6 3/4 to 7 "	" 5 ft. 5 to 5 ft. 9 "
6 3/4 to 7 1/2 "	" 5 ft. 9 to 6 ft. 0 "
7 to 8 "	over 5 ft. 10 "

Gears.

WOMEN.

(Gears having nine-tooth rear sprocket are to be preferred.)	
With 6 inch crank,	a gear of 56 to 59 1/2 ins.
" 6 1/4 " "	" a gear of 59 1-9 to 63 "
" 6 1/2 " "	" a gear of 59 1-9 to 65 3-9 "
" 6 3/4 " "	" a gear of 62 2-9 to 68 4-9 "
" 7 " "	" a gear of 66 1/2 to 71 5-9 "

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.

UNLOAD WE MUST. Stock of supplies left over from 1897. **Seat Posts**, 15 cts.; **Chains**, 30 cts. to 50 cts.; **Steel Bars**, 50 cts.; **Foot Pumps**, 25 cts.; **Best Tires**, \$2.75 pair, guaranteed for \$1.50; **Inner Tubes**, 55 cts.; **Pedals**, 50 cts.; **Crank**, 35 cts.; **Rims**, 40 cts.; **Spokes**, 1 ct.; **Hubs**, \$1.00 to \$1.25. Send 5 cts. for complete catalogue ever issued. **PHILA. MDSE. CO., Phila., Pa.**

BICYCLE SADDLE EXCHANGE. 26 W. Broadway, New York.

Every known make of saddles Sold, Exchanged, or Sent **ON TRIAL.**

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



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

ORDER A PAIR BY MAIL.



Young's Converting Trousers Guards and Hose Supporters....

Will preserve crease in pantaloons and prevent bagging at knee. Convert ordinary trousers into Bicycle Pantaloons. Best Golf Hose Supporters. Will stay in position and not bind the limb or prevent circulation. By mail, prepaid: Enamelled 15 cents; Nickelled 25 cents. Stamps accepted. **CHAS. P. YOUNG, York, Pa. (No. 97,989).**

MRN.

With 6 1/4 inch crank,	a gear of 65 3-9 to 70 ins.
" 6 3/4 " "	" a gear of 66 1/2 to 71 5-9 "
" 7 " "	" a gear of 68 4-9 to 74 6-9 "
" 7 1/4 " "	" a gear of 71 5-9 to 77 "
" 7 1/2 " "	" a gear of 74 6-9 to 80 8-9 "
" 7 3/4 " "	" a gear of 77 to 84 "
" 8 " "	" a gear of 77 7-9 to 87 1/2 "

Wheels.

28 inch, unless rider is above 6 feet.

Spokes.

32 to front wheel; 36 to rear wheel.

TREAD, 5 inch. **CHAIN**, 3-16 or 1/4 inch.
TIRES, 1 1/8 inch. **WEIGHT**, 24 to 26 pounds.
DROP OF BOTTOM BRACKET, 2 to 2 1/2 inches.
TUBING, 1 1/8 to 1 1/4 ins.; rear frame, 3/4 to 7/8 ins.
CROWN, either Double or Arch, if well made.
RIMS, wood, of almost any leading make.
SADDLE, not too soft; to be adjusted nearly level.

HANDLE BARS, slightly raised, level or slightly dropped; to be clamped well down in head, with grips but slightly above level of saddle.

I've heard it told, and in the Book,
With wonderment, I've read
How that same "sling" which David took
Went to Goliath's head.

To be a good "drummer" a man must be able to toot his own horn.

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.



THE "BRAGGER" LAMP

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

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

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

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



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.

A Tipsy Pair.
 "Jack and Jill went down the hill" —
 And, on the downward track,
 Full many a man his course began
 With a gill of apple-jack.

FAVOR RURAL POSTAL DELIVERY.

The New Jersey State Road Improvement Association, at its recent meeting, approved free rural postal delivery where roads are "hard, smooth and fit for use at all times of the year," and were in favor of the establishment of Postal Savings' Banks, provided the deposits should be invested in Good Road Bonds to be issued by States, counties and towns.

STREETS TURNED TO WATERWAYS.

The Southwest Boulevard in Kansas City has lately been turned into a sea of mud and water, according to the *Star* of that city. From Main street to the State line and thence through Rosedale it has been a veritable channel. The street is supposed to have once been macadamized, and, presumably, graded, but property owners say that "the macadam used was little more than broken earth."

A delivery wagon that is mired has stuck on it a sign, "The Make Haste Gondola Line." At a point where an alley discharges into the street is read, "Shortest Route to Deep Water." In front of a

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.



BE ON YOUR GUARD

Only saddles stamped **Gordon** are Gordon quality. Hundreds of cheap imitations are being offered as the genuine.

PRICE EXPRESS PREPAID:
 Extra wide for heavy weights.....\$3.50
 Gordon, ladies' or men's, plain or coiled springs, 3.00
 Expert No. 1 (Gordon shape), best grade.....2.00
 Expert No. 3 " " rigid.....1.00

SEND FOR BOOKLET.

THE BECKLEY-RALSTON CO., 161 Lake St., Chicago.

OH! MR. DEALER

Insist that your jobber show you **Allerton Mica Chain Lubricant**, and take no imitation.

Used by the Crackerjacks. Samples free to dealers.

ALLERTON LUBRICANT CO., 164 Franklin Street, New York.



LA FAVE HANDLE BAR

Wood or Steel.
 Easily adjusted to any position by hand. No wrench required. Absolutely secure. Most graceful bar made. All dealers, or sent charges prepaid on receipt of price. Write for catalogue showing construction and different styles of bars.

WOOD MFG. CO., Toledo, Ohio.

meat market is, "Life Preservers at the Butcher Shop." Another reads, "This is Navigable as far as Main Street." In front of a saloon much frequented by negroes is a card, "4-11 to 44 feet deep here." Beside some old hats and shoes is read, "The rest of the Man has sunk out of Sight." There are plenty of "Boats to Let" and "No Swimming Allowed" along the street.

League member No. 182,426 says, "When I went to Niagara Falls last Summer I went over to Toronto and I had to wait about one hour before I could get through the Custom House, while those with L. A. W. tickets went right through. I decided right then that I would become a member, and the first thing I did on returning home was to send in my application. From now on nothing could induce me not to remain a member."

"Partly because the bicyclists have made a stir; partly because a few towns have been enlightened enough to build really good roads for themselves, and partly because some of the grangers became interested in the subject, it has become possible to obtain legislative action in favor of a good roads movement," says the *Hartford Times*.

AN AWFUL SHOCK: The football-man's hair.

STANDARD
PRICES

**CRESCENT
BICYCLES**

SOLD BY AGENTS
EVERYWHERE

\$20

\$25

\$30

\$50

\$75

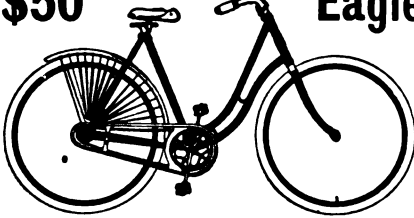
for 1898 have many important improvements.
A grace, strength, beauty, perfection
never before attained.

Crescent Construction is Simple—Yet Solid.

Not a device anywhere that a child could not understand. In the **Crescent** line there is a bicycle for everyone—large or small, old or young, heavy or light. Price and quality guaranteed. Send for catalogue 98.

Western Wheel Works,
CHICAGO. NEW YORK.

\$50 Buys the Best **Eagle Bicycle**



\$35 for good reliable up-to-date '98 Models.

For ten years Eagle Bicycles have been recognized as highest grade. They have lead in improvements.

Drop forged joints.
Choice of finish.
M. & W. Tires.

Agents Wanted in every town. Catalogues ready.

THE EAGLE BICYCLE MFG. CO., Torrington, Conn.

HOW IT AFFECTS US.

The editor's raving and tearing his hair,
The business manager's sunk in despair,
The poet is crazy, the artist has struck,
The "boss" of the press-room is "running amuck."
The bookkeeper's sick and the typewriter's sad,
The office boy's "blue" and the porter is mad;
His reckless profanity is n't reprov'd
For we feel the same way now the office is moved.

The unanswered letters securely repose
In some hidden place that the Lord only knows;
We write with a pencil for no one can think
Whatever's become of the bottles of ink.
The "ads." for the paper have all disappeared
And if we can't find 'em the issue is "queered."
The types and the cuts are all battered and grooved,
They're not fit to print now the office is moved.

The painters are working right over our heads,
Our desks are bespattered with purples and reds;
The "chink" of the gas-fitter's hammer we hear,
The carpenter hammers away by our ear;

The Yale Bicycle

A strictly
high-grade
up-to-date,
wheel,

Superbly equipped, at the
popular price,

\$50.

No more elegant or serviceable mount on the market for '98 at any price. A few more agents wanted in unoccupied territory.

THE KIRK MANUFACTURING CO., Toledo, Ohio.

NOTE.—We want to send our catalogue to every rider who contemplates buying a wheel this season.

ON RECEIPT OF \$3.50....

We will forward, prepaid, one No. 1
Revolver, together with a box of 50
Smokeless Powder Cartridges.

AMES SWORD CO., Chicopee, Mass.



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

...MADE BY...
BADGER BRASS MFG. CO.
Kenosha, Wis.
Write for 16-page Cat.

ECLIPSE BICYCLES

Have the only
COASTER AND BRAKE
on the market.

Catalogue free, — your name brings it.

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



The Cyclometer that Revolutionized Cyclometers.

THE VEEDER...
Price \$1.00

It is recognized as the Standard Distance Recorder for cycles in every civilized country in the world. Nearly half a million in use.

THE VEEDER MFG. CO., Hartford, Conn.



It's going to be nice "by and by," we'll allow,
But what worries us is the "here" and the "now";
We know when it's settled 'twill be much improved,
But Lord! what a mess now the office is moved.

SNOWED UNDER.

The L. A. W. BULLETIN this week is issued about a day late on account of the storm which has just been playing havoc with Boston and everyone in the vicinity. Most of the hundred and twenty people who have to do with getting out this paper live outside the city, and in most cases the snow had cut off communication entirely, even walking being impossible.

The "Advantages of Long Cranks," that we have lately discussed, are very marked, according to the experience of many members. No. 140,599 says he has had splendid results from 7½-inch cranks and 80½-inch gear, and intends to go still higher.

A BUGLE-CALL.

NIXON WATERMAN.

COME, Discontent, and stir my soul to higher, grander things!
Give me no rest amid the sloth that smooth contentment brings.

Arouse the warriors of my will and arm them, sword and gun,
And force them to the front until new victories are won.

Far better to be crushed amid the fierce, tempestuous fray
Than, like the helpless plant, to live and rot and pass away.
For gods and mortals have decreed the valiant ones who die
In grand defeat are nobler far than they who dare not try.

With each today, oh, Discontent, incite my turgid thought
To better, grander themes than all the yesterdays have brought.

Yea, spur me to my task and rouse my latent strength until
My every foe is vanquished by the battle-cry, "I will!"

BRITISH versus AMERICAN BICYCLE TRADE.

In his annual report, to be printed in *Commercial Relations*, Consul Parker, of Birmingham, England, says:

The one marked development in this district during the past year has been in the cycle trade. From July 1, 1896, to January 1, 1897, this was very rapid. Productive power was immensely increased. Small establishments developed almost without notice into large ones, with an unsuspected capacity for turning out bicycles. The result was that the speculative interest became so dominant as to confuse the result, and produced an over-development not only of manufacturing facilities, but of company promoting. This induced some neglect of selling effort and a disposition to underrate the possibility of competition, especially from the United States. In spite of the increased use of bicycles all over the world, the result of this was soon apparent in the comparative decline of exports. This did not affect the trade with the United States, because hardly any complete bicycles have been sent since the beginning of 1894. There was a determined maintenance of prices, but very little effort to make a good bicycle at such a cheap price as would bring it within the reach of workingmen. The British foreign trade in bicycles for the calendar year 1895 was \$6,747,012.93; for 1896 it was \$9,056,420.23; for 1897 the returns are not yet complete, but from January to September, inclusive, the most important portion for the bicycle trade, there was a falling off of more than 13 per cent. If this rate should continue over the whole year, the exports would amount to about \$7,877,275.22.

So rapid was the growth of the bicycle industry during the period mentioned that large numbers of workmen were drawn from other lines, and the rate of wages advanced very rapidly in this and allied trades. This drew into the bicycle industry a large number of men who had had no training in this particular branch, to the temporary injury of others. Some of the latter found themselves, almost without notice, losing trained and experienced workmen, or were compelled greatly to increase the rate of wages paid them. It would probably be safe to say that

the predominance of the bicycle manufacture in this district during the past two years resulted in an increase of probably 10 per cent. in the wages of skilled laborers in many of the established metal branches. Some of this advance will now probably be lost, because as the making of bicycles becomes a settled business it will not require the services of such a large number of men, so that many of the new ones will be compelled to seek employment at their old trades. Besides, the use of the best American machinery has increased very rapidly, thus displacing hand labor more and more.

This apparent neglect of opportunity, with its failure to recognize existing conditions, was coincident with a remarkable export movement from the United States. During the past two years, ending in each on June 30, the total exports of cycles and parts from the United States and those to the United Kingdom are shown in the following brief table:

EXPORTS OF CYCLES AND PARTS FROM THE UNITED STATES.

Destination.	1896.	1897.
Total.....	\$1,898,012	\$7,005,323
To the United Kingdom.....	613,392	2,375,675

Not only has the total export of American cycles increased by nearly 300 per cent. in one year and that to the United Kingdom in about the same ratio, but the demand from British colonies or markets, heretofore held almost exclusively by British manufacturers of cycles, was greater by more than 175 per cent. during the period named.

Thus the export of bicycles from the United States, insignificant two years ago, has grown to proportions almost as great as those of the United Kingdom, in spite of its earlier development and immense capital and facilities. There are indications that the conditions are now fairly appreciated by the British manufacturer, and that he will not so easily be caught again; but as the manufacturers of the United States are not likely to surrender without a struggle the advantages incident to two years of successful trading, the former must now fight to retain what he has, to say nothing of getting back what he has lost.



To A man without food even a good appetite is a questionable blessing.

It's hard for the hen fond of cackling to hide her nest.

The Fowler Truss Frame

DEVOTED TO THE INTEREST OF "THE FOWLER" BICYCLE AS MADE BY FRANK T. FOWLER. PUBLISHED EVERY WEEK BY

FOWLER CYCLE WORKS, Chicago, U. S. A.

FRANK T. FOWLER, Pres. and Gen. Mgr.

Makers of Truss Frame Fowler Bicycles.

Volume 1.

Editor: UNCLE THOMAS.

Number 3.

Important Announcement!!

HEREAFTER THE FOWLER WILL
BE SOLD DIRECT TO THE RIDER— **\$43.50**

"From Maker to User."

The times seem to demand this. We are the first high-grade bicycle builders to make this move.

As to the success of it, we ourselves have not a doubt—we simply **shall** succeed.

We take this step with our eyes wide open—it is no plunge in the dark, although the final decision was sudden.

It may not make a ripple in the trade—and then again it may.

We have taken a position which we believe to be the right one, and will defend it "against the world."

Watch the phenomenal growth of the "one-profit" bicycle! See it jump!

TO MY FRIENDS.

CHICAGO, Jan. 28, 1898.

Since last Saturday night (Jan. 22d), in answer to our public announcement as to this year's Fowler, we have actually received over 250 bona fide applications for agency. To cut loose from this promise of a certainty—to say to you who have stood nobly by me for years that our business roads now lie in different directions—requires all my nerve, every whit that I possess.

This is evidence, to myself, that I am surely right. Possibly you do not realize how thoroughly honest I am in my expressions of thankfulness for your friendship—a friendship which I trust will continue to be mine.

I shall, of course, legitimately pursue my business of selling direct to the rider, and while I must naturally antagonize methods you follow, yet my thousands of agent-friends will always have a very warm place in my heart.

I bid you good-bye with deep feelings of genuine emotion. This means far more to me than to you. We earnestly assure those friends who so promptly applied for Fowler agencies, in answer to the recent advertisements, that such advertising was not done for the sake of sensational effect. No! On my honor, No! Our determination was sudden, and when reached it was too late to recall the last public announcements. We had, however, been giving the "One-Profit" idea sufficient thought in the past to perfect a new way of putting it into operation.

FRANK T. FOWLER.

WATCH 'EM SQUIRM.

NOW, Mr. Competitor, "Our friend the enemy," your song will be, "Impossible,"—"It cannot be done,"—"They are crazy," and the like. This is what you will say when you look over the specifications of the '98 Fowler; but way down in your heart you will acknowledge that Frank T. Fowler has done the thing that you have wished you could do.

You did not have sufficient nerve—American sand, so to speak,—to cut loose.

I can give the rider, if I sell direct, the finest possible bicycle for \$43.50.

You know that is so, don't you?

In this glorious country no one or dozen concerns have a corner on **brains**, either of a commercial or mechanical nature.

You know that is so, don't you?

Then one man's dollars are as good as another man's dollars, when it comes to hiring brains, mechanical skill and business judgment.

You know that is so, don't you?

Simply because, at one clip, I cut off what you know to be the immense cost to the rider, above

actual cost of wheels at a fair profit, viz.: the agents', jobbers' and retailers' profits, bad debts, expense of traveling men, advertising bills and contingent allowances,—doing these things does not reduce the **quality** of the bicycle.

You know that, don't you?

Take your pencil and paper: If the intelligent manufacturer figures rightly, 20 to 100 per cent. addition to my price appears to be what the rider should pay. He does pay it too, if he gets the same quality from any one but Fowler.

You know that is true, don't you?

Fowler's money buys as good labor and skill, then, as good tubing, drop forging, balls and spelter, as **your** money buys.

You know that is true, don't you?

If the wood rims which Fowler buys with his money, and which come from the same factory, at the same price and of the same quality as those **you** use, sell from 20 to 100 per cent. less than the same grade can be bought elsewhere, that does not lessen the quality of Fowler's, does it?

The Palmer, Dunlop, Morgan & Wright, Goodrich tires, Plew, Sager, Persons, Brown, Gordon, Wheeler and Rubber-Neck saddles, the Baldwin highest quality chain, and the superb highest quality pedal we have ever seen, which we are having made for us, all go into our bicycle, which is sold direct to rider from 20 to 100 per cent. less than your wheel costs him;

Is this a sign that the Fowler bicycle, with these specifications, is not of as good quality as any other high grade wheel?

You know it is as good! You **know** it!

Squirm away! Fowler is giving the man who is entitled to it (and that's the rider!) full value—a "one-profit" bicycle, actually and unquestionably saving him the cash difference between your way of selling and—Fowler's way.

Think this over.

Have you a word to say? Say it!

Yours very truly,

FOWLER CYCLE WORKS.

TO THE RIDER.

We offer you a bicycle with the choice of the very best and highest-priced equipment in the market—which has never before been retailed below \$75—at a price which, in itself, proves that you are not paying

Jobbers' }
Agents' } **PROFITS.**
Retailers' }

Bad-Debt Losses.

Traveling Men's Expenses.

" " Salaries.

Immense Advertising Bills.

Contingent "Expenses."

(The last named being no small item.)

This means that you get the very highest type of bicycle construction, from the ground up, with only a small legitimate profit added—**one profit.**

We promise you the best possible **quality**—undoubted quality—at a price never before dreamed of. Read the accompanying words to our competitors, and write us for further particulars, naming the paper.

WHO FOOTS THE BILLS?

WHO pays the agent's, jobber's and retailer's profits? **THE RIDER.**

WHO pays the bad debt account? **THE RIDER.**

WHO pays the traveling man's salary? **THE RIDER.**

WHO pays his hotel bills, railroad fares, "jolly-ing" and incidentals? **THE RIDER.**

WHO stands the \$5 to \$10 per wheel for publicity? **THE RIDER.**

WHO foots the "contingent" expense? **THE RIDER.**

WHO pays the "hired men" who race—special cars, valets, trainers, best hotels, everything best? **THE RIDER.**

Will you continue to pay the whole thing, oh, ye riders! or will you buy a Fowler (Truss Frame only) as made by FRANK T. FOWLER, and get as good a bicycle as \$8 will buy, and save from 20 per cent. to 100 per cent.?

THINK IT OVER!

Shipments Beginning February 10th Absolutely Promised.

HOW YOU ARE TO ORDER:—Specify fully equipment desired. We send it to you with the guarantee that it is as ordered, or you don't take it. We cannot afford to do one single thing that is not perfectly fair, and will not.

We Guarantee Everything We Say about the "One-Profit" Bicycle.

Our post telegraph plan will at once answer the charge of the "croaker," who exclaims: "You cannot get repairs or replacements."

REPLACEMENTS.—Here is the plan: every part of the wheel has a telegraph-code name besides its regular name. Should you desire a certain part, telegraph us its code-name and the **same day** such part will be sent. In ninety-nine cases out of every hundred you will get your wheel back in use again sooner than you would have had it under the old order of things.

Buy the Fowler. We'll study to serve you faithfully under all circumstances. We want true Fowler friends. In return for their faith we'll treat them royally.

Our little book which you can have for the asking will tell you the plan in detail.

One thing is certain, your repairs will not trouble you.

HANDLE BARS.—A Combination Adjustable and Internal Clamp bar at the same time. Eight shapes. Are you noticing the Fowler's new and superior points?

TIRES.—Our equipment is what will pinch our \$60, \$65, \$70, \$75. Competitors who say, "We must charge you 'so much' extra" for Palmer's Kangaroo, Dunlop's, Goodrich, Morgan & Wright; **we don't.** Take your choice of the best with the wheel. **All for \$43.50.**

SADDLES.—Here again the \$60, \$65, \$70 and \$75 maker says: "We offer you this one"—perhaps a choice of two, even of three. But does he say, "Take your pick of" Christy, Plew, Sager Pneumatic, Sager Flexible, Brown, Gordon, Rubber Neck, Wheeler, and the Persons direct-post with all adjustments? Not much.

Fowler does. But then he's making the "one-profit" bicycle.

As to enameling and nickel-plating, we simply guarantee there's none better.

LABOR.—Workmanship. Just as good as U. S. dollars will buy. No option on brains, you know.

CAN ANYBODY'S MONEY BUY BETTER THAN THIS?

TUBING.—Standard Seamless, 1 1/8 inches front frame; D. rear lower stays tapered 3/4 inches to 1/2 inches; 1-inch taper forksides.

FORGINGS.—Wilcox & Howe, Crescent Drop Forge Co.

TOOL STEEL.—Sanderson Bros.

STAMPING.—Cleveland Machine Screw Co.'s one piece electric welded head.

RIMS.—The very best finished dark mahogany.

SPOKES.—Piano wire swaged, 15 gauge to 17 gauge.

NIPPLES.—Brass (both spokes and nipples made by same Company; this insures good fit.)

PEDALS.—Made especially for us—drop forged pin and frame with tool steel cups (the barrel not hardened.)

CHAINS.—Baldwin Adjustable and Detachable. The finest and most beautiful chain we ever saw (their highest-priced grade.)

CRANK SHAFT.—The only successful one or two piece hanger yet introduced—you all know it too. The 1898 Fauber with diamond-shaped cranks; 3/8-inch tread. A perfect crank shaft—no experiment.

HUBS.—We have a beautiful hub—simple—adjusts with the fingers—drawn axle—positively we grind the cups and cones and the hub runs, oh! so smooth. Others say theirs do; but ours do!

No matter what they tell you—there's what you get; that's the proof. You get what you order from Fowler, or no sale.

A Dream of Springtime.

When the johnnie-jump-ups jump up
 And the cowslips slip once more,
 Then our tires we shall pump up,
 Just as in the days of yore.
 For when Spring arrives from Springfield
 We shall pedal through the park
 Where the hobos from Hoboken
 Sweetly rest from dawn till dark.

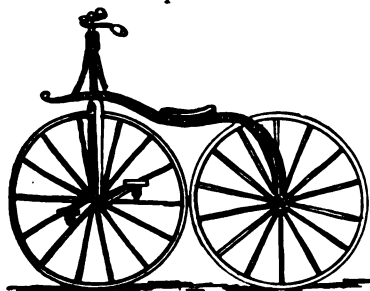
EVOLUTION OF THE CYCLE.**VII. The Velocipede in America.**

1860-1871.

While Michaux and Lallement in France were adapting the crank to the velocipede, the same principle was being applied to children's machines in the United States. In July, 1860, Edmund Landis, of Baltimore, took out a patent for a Rocking Propeller. This was an ordinary rocking horse, placed on a wheeled platform. The interesting feature of it was a short crank attached to the rear axle. A connecting rod joined this crank to the rear end of the rocker, "so that the motion produced by the rocking is converted into a rotary motion, to propel the whole machine." Thus, this machine was propelled by means of a crank rotating the rear axle, on the principle soon after applied to the front axle of the velocipede, and later to the Geared Ordinary and Bantam, as well as the rear axle of the Eagle and Broncho types of machines.

A few years after this Lallement was without work and came to the United States. Going to Connecticut in search of employment, he occupied himself in building another velocipede, and attracted much attention by riding it about Ansonia and in the streets of New Haven. An enterprising individual, J. Carrol, thought that he saw a future for it, and induced Lallement to join him in obtaining a patent. One was secured Nov. 20, 1866, in their joint names. The machine was the same as that shown in the preceding chapter.

Lallement's patent was the first one obtained



HANLON'S VELOCIPED. — 1868.

anywhere for a rotary action, crank-driven velocipede. Not long after securing it, however, the inventor disposed of his interest in it, and returned to France. For a year or more,

very little was heard of velocipedes in the United States; but both France and England had taken up their use enthusiastically, and, as is so often the case, America soon followed.

In July, 1868, the Hanlon Brothers, gymnasts, took out a patent for an improved velocipede. In their machine the cranks were slotted for an adjustable throw; the seat was "extensible"; the front

wheel said to have been enlarged; the handle-bar raised very high, and the frame simplified.

About this time T. R. Pickering brought over a machine from Paris. He began manufacturing, and, on Sept. 17th, rode a velocipede of his own make around City Hall Park, New York, and created much excitement. In October he was advertising his machines under the firm name of Pickering & Davis. Carriage makers, too, were beginning to make velocipedes, and Wood Brothers announced that they were "now prepared to receive orders for the celebrated Parisian Velocipedes of their own manufacture, which for durability and beauty of finish are not equalled."

The machines came into popular favor with great rapidity; riding schools were opened in many cities, and were filled with crowds anxious to learn to ride. All classes and conditions undertook it with enthusiasm — bankers, merchants, editors and clergymen vying with each other in their efforts to manage what the *New York World* called a "a wooden locomotive," a "new scourge," and "an awful vehicle." Among the early devotees were the Rev.



VELOCIPED RIDERS.

Henry Ward Beecher, Charles A. Dana, and Rev. Arthur Edwards of Chicago.

An advertising lithograph of the "Jersey City Velocipedrome (late Rink), Open Every Day from 6 A. M. to 10 P. M., for the Sale, Instruction, and Practice of Velocipedes," showed a velocipede rider, in ordinary business dress, pedaling easily along, while a trotting horse and sulky in the rear vainly endeavored to overtake him. Machines were made in four sizes and ranged in price from twenty-five to seventy-five dollars. In January, 1869, *Harper's Weekly* produced a cartoon of the New Year riding in on a velocipede. A journal, devoted exclusively to the sport, *The Velocipedist*, edited by W. C. King, was issued, and a book, "The Velocipede," by J. T. Goddard, was published.

As early as the Fall of 1867 a machine seems to have been brought from Paris to Chicago by C. G. Wheeler, whose brother rode it the following Spring, to the astonishment of beholders. The Rev. Mr. Edwards, already mentioned, also began riding, and it is said that he soon after had rubber tires put on his wheels, and that others followed his example. It has generally been supposed that the first suggestion for the use of rubber tires came from C. K. Bradford in the Fall of 1868; but, if Mr. Edwards used them before that time he is entitled to the credit for a very valuable addition to the make-up of the cycle.

About this time the first spring-frame machine made its appearance. In order to reduce vibration, Buell introduced springs into both front and rear forks. They were elliptical in shape; placed half way down the forks, and looked like small carriage springs.

In the Fall of 1868, some of the Chicago papers advocated the use of velocipedes, while others thought that there was something in them which "does not harmonize with steady Yankee character." In New York there was a like difference of opinion, some voting them a danger and a nuisance, while others believed that they would soon enable every man to "become his own car and his own cab." But nothing could stay the growing interest, which soon became a craze in most of the larger cities. Then, suddenly, came the reaction, and the use of the velocipede was abandoned as quickly as it had been taken up. In 1871 hardly an adult could be found using one of the machines. A few were being ridden by boys (the writer among the number), and a great many were piled up in the warehouses of carriage makers who had been manufacturing them, and had considerable stocks on hand when the demand abruptly ceased. The "bone-shaker," as it was called, quickly became a thing of the past, and in a few years was only a memory.

While the craze lasted, T. A. Raisbeck, of New York, designed and built a machine in which the usual cranks and pedals were replaced by a mechanism of levers and clutches. The inventive faculties of many persons were aroused, as is shown by the patents taken out in 1868-9 for velocipedes and other manumotive vehicles. Few of them were of any possible value, and most of them were utterly impracticable. Estell's machine, however, was a rear driver, similar in principle to Macmillan's of thirty years before, and could undoubtedly have been used. Lawson's was driven in the same way, but was chiefly remarkable for a curved arm, or spring, following the curve of the rear wheel, upon which the saddle could slide up and down for adjustment. Ward's Unicycle had very heavy weights below the axle, in order to keep the rider upright, and was an amusing affair. Other patents were about as practicable and not much more valuable.



RAISBECK'S MACHINE.

WRECKED.

JOE LINCOLN.

BATTERED and beaten by billow and blast,
Scorned by the surge that is hurrying past,
Shorn of her beauty and grandeur and pride,
Sport of the winds and the mock of the tide,
Cut off and crushed e'er her race had been run,
Cast on the pebbles to rot in the sun,
Spreading her sails to the breezes no more,
Wrecked and forgotten and dead on the shore.

Where is the cargo that freighted her deep?
Where is the trust that they gave her to keep?
Where are the hopes that she carried? and where —
Where are the treasures her decks were to bear?



Gone, every one, in the breath of the gale,
Gone, for alas, she was faulty and frail,
Ever too weak in the battle to stand,
Now but a wreck on the surf-beaten strand.

* * * * *
Come to the window and watch as they go,
Women and men on the pavement below,
Look at them, haggard and weary and thin,
Dirty, forsaken and scarred with their sin;
Hopes and ambitions and courage gone by,
Hating to live but unwilling to die,
Weakened and broken and crushed in the strife,
Storm-driven wrecks in the ocean of Life.

SAVE THIS FOR REFERENCE.

Members of the League touring in Switzerland will find a fellow member in Zurich. It is Mr. Isy Marshutz, who goes there to take charge of the branch house of a Nuremberg manufacturer, and who says that he will gladly furnish information and other assistance to tourists.

HANDSOME young ladies in Berlin are given the free use of cycles and cycle costumes by a costumer who adopts that plan of advertising his goods.

HALF-A-DOZEN autocars have been ordered by the French Ministry of War, to be tried experimentally with a view to use in warfare.

A WAYSIDE MEETING.

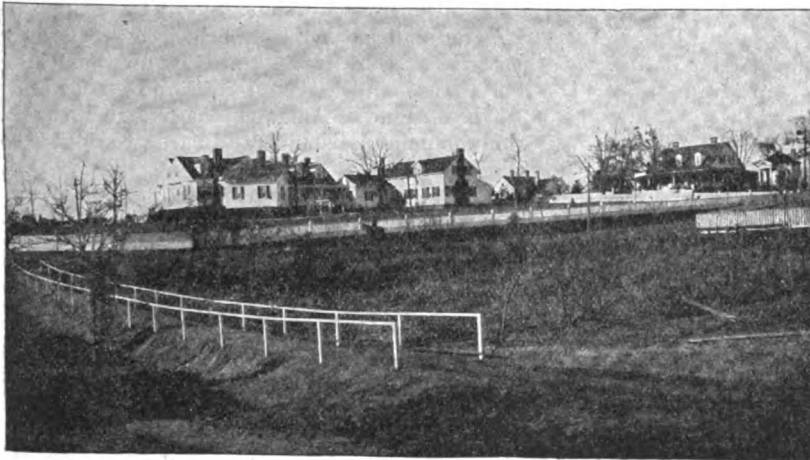
CAPTAIN JACK CRAWFORD, THE "POET SCOUT."

Nay, nay, fair maid, I would not ask
 For sympathy nor pity now.
 Just lay me in the sun to bask,
 My auburn bangs athwart my brow.
 That's all. No, thanks! I'm better now.

"Good bye," she said, and sweetly smiled
 Her parting look I can't forget.
 Though I was dazed and somewhat riled
 That we had met — had ever met.
 * * * * *
 She scorched and I — well, I upset.

CYCLING IN SOUTH CAROLINA.

A League member writing from Aiken, S. C., says "the roads are sandy, but the city permits wheeling on the sidewalks except upon the main business street. The sidewalks are ten feet wide, — straight as an arrow, level as a floor, and hard as cement, being made of red clay. The wheeling is *superb*. Moreover, Hon. Wm. C. Whitney, — himself an enthusiastic cyclist, — who has just built a \$75,000 winter home here, has completed a bicycle path, open to all, over seven miles long, five feet wide, — fenced wherever necessary, — and made of red clay. His foreman tells me that he is now contemplating



WINTER RESIDENCE OF HON. WM. C. WHITNEY, AIKEN, S. C., AND BEGINNING OF CYCLE PATH.
Photo. by C. D. Harrell.

covering it with a layer of cement gravel, which will make it equal to asphalt. It is also probable that he will decide to widen the path several feet. A spur track runs from the main path to the Palmetto Club golf links, — among the finest in the United States, and where the best players, amateurs and professionals, may be seen."

THE PROPOSED JUNIOR MEMBERSHIP.

I beg leave to submit the enclosed answers to the questions asked by Mr. J. G. Linsley, of Oswego, and published in the L. A. W. BULLETIN, of Jan. 21st, in reference to the proposed Junior Membership or Cadet Corps:

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

Ans. To have a guarantee of their character and good conduct.

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

Ans. They are not denied any privilege except while touring, being minors they should always be under the care and direction of an adult member.

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

Ans. An endorsement by a League member, not a parent or guardian, would not carry the same responsibility as that of a parent or guardian.

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

Ans. So it does, but under the same restriction as is usually understood to be applied to minors.

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

Ans. This is not necessary, as their parents or guardians; being members, are supposed to be already provided.

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

Ans. It is to accomplish this object that the amendment is proposed, — *i. e.*, to draw into the League all those who would join for no other reason than to give the benefits and advantages of the L. A. W. to their children and wards.

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

Ans. We tie them to nothing, but open the door to them to form the liveliest recruiting force for the benefit of themselves and for the League.

JOHN F. CLARK.

No ONE could live very long on sawdust although it is fine board, and yet enough shavings enable barbers to exist nicely.

The skeleton in the closet seldom possesses a funny bone.

A COMB never smiles to show its fine teeth.



IN THE NEW YORK LEGISLATURE.

In his message, Governor Black, of New York, advocates highway improvements, or, at least, dwells on the advantages of good roads, although he does not offer recommendations as to how they are to be secured. He says:

"I call special attention to this subject because the need of improvement is apparent and admitted, and because the benefits following it would be extensive. Many sections of the State, unsurpassed in beauty and fertility, are neglected and almost unknown, because the condition of the highways affording the only approach makes them difficult of access. A good road is one of the chief elements of the value of a farm. If its fertility be slight, it may still be desirable if its location and surroundings are attractive, and the approaches suitable.

"In many parts of this country, notably in New England, farm values, which had been reduced by the competition of the West, have been, in great measure, restored by the demand for Summer homes. Every such community finds itself benefited to the extent of its power to attract investments from the towns and cities. Its markets are enlarged, the price of all commodities raised, railroad facilities are improved, and those changes which the expenditure of money is likely to create are largely realized. New York has natural advantages unsurpassed by any State. Better roads will bring them more generally into view."

About half-a-dozen bills dealing with various phases of the subject are likely to be introduced into the legislature. One provides for a state bureau to gather facts and statistics, and act as a medium of information and advice; levies a tax of five cents on each \$1,000 of valuation, and divides the cost of roads, fifty per cent. to State, thirty-five to county and fifteen to town. Its other provisions are permissive, leaving it to each locality to take action in the matter, and making it thoroughly local-option. The roads, when completed, are to become county roads.

Another bill contemplates, as nearly as possible, a continuous road across the State, following the leading routes through the various counties, and appropriating \$5,000,000 per year, beginning in 1899, until the work is done. Other bills propose to substitute a money tax for labor; for post-roads

to be built in conjunction with the general government; for taxing wheelmen to build side-paths, and for the employment of convicts on the highways. The advocates of good roads will probably make a strong showing, and expect to be able to secure the passage of some satisfactory measure.

RECOMMENDED IN RHODE ISLAND.

Governor Dyer, of Rhode Island, is a thorough believer in good roads, and has done much to aid the good work for them in his State. He comes out in favor of a Highway Commission and continuous work, in his message to the legislature, as follows:

"The question of improved highways has ceased to be one that can be disregarded. Every educational and material interest of the State requires it. Better rural schools, increased value of farm products, increased value of property, possible rural postal delivery, cheaper transportation — all enter as important factors into this question. In short, the welfare of our people demands that good roads should be made and maintained throughout the State. The presence here of Mr. E. G. Harrison, Government Road Engineer, and his work of road-building at the Rhode Island College of Agriculture and Mechanic Arts, has been most helpful to the cause. During the Fall and early Winter months meetings to consider the subject have been held in a great many of the towns and the greatest interest manifested.

"The State is indebted to the Rhode Island Division of the League of American Wheelmen for most valuable financial assistance and earnest support in bringing the matter before the people.

"Under the provisions of Chapter 73 of the General Laws, three sample half-miles of macadamized road have been completed during the past year, making a total of twelve, which have been built at a cost of \$89,154.00, and applications for seven more have been made to the Highway Commissioner. The agitation of the subject of good roads has brought out the fact that the present law for the improvement of highways is defective and expensive. The State wishes no more sample half-miles. It cannot afford to appropriate any more money simply for object-lessons.

"Under a commission proceeding upon carefully considered lines, the work of improving the principal highways of the State should be made continuous. It seems to be the feeling throughout the State that, in the improvement of these principal highways, the State should assume three-quarters, and the towns through which the highways run one-quarter, of the expense.

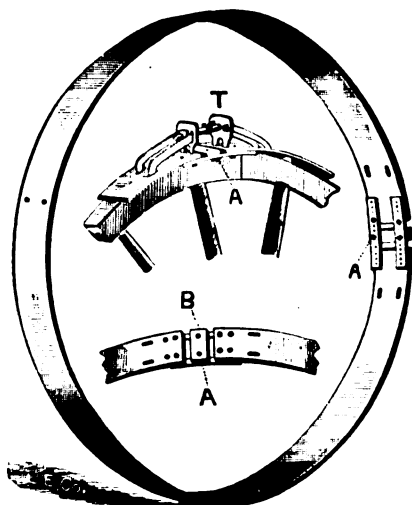
"By making the work upon the highways continuous the State will be in a position to secure more favorable bids, and from large contractors, well equipped with the latest road machinery and appliances. In the general improvement of our highways the rough labor, the manual work, should be given to our own citizens and at fair and honest wages."

DETACHABLE WIDE WAGON TIRES.

So many States are passing wide-tire laws that the question of fitting wide tires to wagons promptly and economically is becoming an important one. It has been usual to allow a considerable period, sometimes a year or more, before such new laws go into operation, in order that all parties affected may have ample time to make preparation to comply with them; but this has the disadvantage of allowing the old, narrow tires to continue their ruinous work.

In order to overcome this difficulty, and enable any one to apply a wide tire immediately to farm or lumber wagons, Mr. E. E. Whipple has brought out what he calls "Supplementary Adjustable Wide Tires," and says that the entire set can be put on, or removed, by one man in twenty minutes, without taking the wheels off the wagon.

The tires are metal bands $4\frac{1}{2}$ inches wide and a quarter inch thick; they are guaranteed to carry 4,000 pounds without bending. The wheel is placed



squarely in the centre of the tire, and the two ends of the tire are drawn together by the detachable tightener shown at T in the cut. If there is space between the ends, the small plate B can be inserted, though it is not necessary that the ends should meet.

When the tire is drawn tight, bolts are slipped through holes near the ends, and through clamps on the inner side. These clamps hold the wagon wheel felloe between them, as shown at A in cut, and are securely locked by nuts on the under side. At equal distances apart, on inside of rims, are three sets of beveled, adjustable blocks, made to fit any width of tire from $1\frac{1}{4}$ to 2 inches, and these keep the wagon wheel firmly in place.

The rims are made in standard sizes, 3 feet 8 inches for front, and 4 feet 4 inches and 4 feet 6 inches for rear, and irregular sizes are made to order. The price is low.

Neglected and abandoned farms are one result of the costly transportation caused by bad roads.

HIGHWAY COMMISSION'S REPORT.

Massachusetts, in 1894, appropriated \$300,000 for the construction of State highways; in 1895 the amount was \$400,000; in 1896 it was \$600,000, and in 1897 it rose to \$800,000, of which, however, but three-quarters were to be expended during the year, and the balance was to be ready to begin work in 1898. For 1898 the Commission desires \$600,000, two-thirds of it to be expended during the year, and one-third to be carried over to start work in 1899.

During the past year about forty-five miles of new road have been put down; 128,178 tons of broken stone were used; 254,308 cubic yards of excavation and 5,392 cubic yards of stone were removed; 3,836 feet of side drains were built; 3,849 square yards of telford foundation were laid; 8,416 square yards of paved gutters put in, and 44,075 linear yards of guard rails were constructed. The work was carried on in eighty towns.

The most important feature in the construction of State roads has been the reduction of grades, which has occasioned much work. This has been necessary in order to save washing by storms; to reduce the cost of maintenance, and to make larger hauls possible. During the year a saving in the amount of stone required per mile has been effected, and a reduction in the cost of other items has been made. As a rule, the roads selected are on the lines of the largest aggregation of population. The short sections built have been sometimes criticised, but have their advantages in eliminating the worst stretches of road, and in giving object-lessons to the towns where they are built. It costs relatively more to build a short stretch than a long one, and it would not be done if there were not compensating advantages.

BETTER ROADS FOR MOBILE.

They have taken hold in a practical way in Mobile, Ala., and organized a Good Roads Club, with a view to having the city streets improved. The call for the first meeting states that Mobile "has the worst streets of any city in this country" and that "the few that are paved are fast becoming unrideable." The newspapers are already with them; so, with constant agitation and persistent work, the outlook is encouraging.

In Canada, a man is "working for the Queen" when he does but a half day's work; but he is no more short-sighted than the American who "works" out his road tax in a half-hearted way, doing just as little as he can.

Every agricultural paper in the country which is alive to the interest of the farmers ought to conduct a Highway Department.

Wagon manufacturers are turning out farm wagons, some of them with metal wheels, having tires four inches wide.

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. KOSTOMLATSKY, Cedar Rapids, Ia.

Rights and Privileges.

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

Auditing Committee.

J. FRED ADAMS, Haverhill, Mass.

RENEWAL LIST NO. 4.

Including renewals from Jan. 24th, 1898, to Jan. 26th, inclusive.

Alabama	New Jersey	19
Arizona	New Mexico	
Arkansas	New York	81
Colorado	2 North California	1
Connecticut	2 North Carolina	
Delaware	North Dakota	
District Columbia	3 Ohio	9
Florida	Oklahoma	
Georgia	1 Oregon	
Idaho	Pennsylvania	49
Illinois	3 Rhode Island	5
Indiana	2 South California	2
Iowa	South Carolina	1
Kansas	South Dakota	2
Kentucky	3 Tennessee	4
Louisiana	Texas	1
Maine	Utah	
Maryland	5 Vermont	1
Massachusetts	15 Virginia	
Michigan	4 Washington	2
Minnesota	West Virginia	1
Mississippi	Wisconsin	9
Missouri	6 Wyoming	
Montana	1 Canada	
Nebraska	Foreign	
Nevada	Mexico	
New Hampshire	2 Indian Territory	

237

LIST OF DELEGATES TO NATIONAL ASSEMBLY, 1898.

Alabama.
C. Alex. McLeod, Birmingham.

Arizona.

Arkansas.

C. Geo. W. Thomas, Texarkana.

Colorado.

C. A. H. Searles, Burlington Block, Denver.
V. H. C. Allen, Montrose.

S. Isaac Sutton, Cooper bldg., Denver.
D. Chas. W. Dawson, Colorado Springs.

Connecticut.

C. Philip W. Westlake, Bridgeport.
V. Fred W. Starr, Pope Mfg. Co., Hartford.
S. Lester H. Sweet, box 953, Hartford.
D. R. F. Kelsey, Am. Cyclist, Hartford.
D. E. H. Wilkey, Portland.
D. Lyman P. Case, Winsted.
D. O. H. Hammond, Torrington.
D. W. A. Wells, Norwich.

Delaware.

C. Wm. T. Budd, H. & H. Co., Wilmington.
V. Willard H. Porter, 501 Del. ave., Wilmington.
S. Walter D. Bush, Jr., 404 So. Clayton, Wilmington.

District of Columbia.

C. W. T. Robertson, 429 10th st., N. W., Washington.
V. W. K. Larrimore, 417 9th st., Washington.
S. Chas. E. Wood, 1325 14th st., N. W., Washington.
D. Wm. Gettinger, 709 9th st., N. W., Washington.
D. Jacobus S. Jones, Gen'l Land Office, Washington.

Florida.

C. Geo. L. Bahl, Gardner bldg., Jacksonville.
S. F. B. Matthews, Gardner bldg., Jacksonville.

Georgia.

C. W. E. Grady, 113 Bay st., East Savannah.
V. A. A. Thomas, 710 Broad st., Augusta.
S. Wm. Denhardt, box 216, Savannah.

Illinois.

C. W. H. Arthur, 1407 Ashland Block, Chicago.
V. Bernard Himrod, 8 No. Vermilion st., Danville.
S. Geo. D. Locke, 220 W. Pearl st., Jerseyville.
D. Fred Gerlach, 56 Montauk Block, Chicago.
D. William C. Malley, 261 65th pl., Chicago.
D. Frank W. Moulton, 181 E. Jackson Blvd., Chicago.
D. Frank L. Childs, room 870, 189 LaSalle st., Chicago.
D. Granville W. Browning, 139 Hartford bldg., Chicago.
D. Henry C. Morse, 1013 N. Jefferson ave., Peoria.
D. Frank H. Holmes, 209 Court st., Kankakee.
D. Henry S. Dixon, Schuyler bldg., Dixon.
D. Andrew Lumpkin, 529 S. Ninth st., Springfield.

Indiana.

C. Wallace Sherwood, 27½ So. Delaware st., Indianapolis.
V. Walter B. Hassan, box 246, Jeffersonville.
S. James A. Allison, 121 W. Georgia st., Indianapolis.
D. Merrill Moores, 18½ Penn st., Indianapolis.
D. Chas. T. Nehf, Terre Haute.
D. F. R. Levering, Lafayette.

Iowa.

C. A. C. Miller, 1426 East Grant ave., Des Moines.
V. J. A. Gallaher, Jefferson.
S. E. A. Sherman, Cedar Rapids.
D. J. B. Green, Des Moines.
D. Ed. F. Carter, Keokuk.

Kansas.

C. J. L. Bishop, Salina.
V. J. B. Doncyson, U. S. Pension Office, Topeka.
S. W. C. F. Reichenbach, box 205, Topeka.
D. W. M. Glenn, Tribune.

Kentucky.

C. Chas. H. Jenkins, Standard Oil Co., Louisville.
V. E. C. Gleaves, 410 Broadway, Paducah.
S. Owen Lawson, 2510 W. Jefferson st., Louisville.
D. R. F. Pelouze, 216 E. Broadway, Louisville.
D. J. W. Brigman, box 478, Louisville.

Louisiana.

C. J. M. Gore, 1405 Peters ave., New Orleans.
S. Adrian F. Aitkens, 912 4th st., New Orleans.

Maine.

C. A. W. Lowell, 515 Congress st., Portland.
V. W. H. Chase, 180 Middle st., Portland.
S. Percy H. Richardson, 122½ Exchange st., Portland.
D. Howard L. Burr, Auburn, Me.

Maryland.

C. Conway W. Sams, Bank of Baltimore bldg., Baltimore.
V. William Gulland, Cumberland.
S. Robt. H. Carr, Jr., 607-621 Law bldg., Baltimore.
D. Harry V. Casey, care Enterprise Coffee Co., Baltimore.
D. Thomas M. Skiles, Holiday and Baltimore sts., Baltimore.
D. Edward C. Wilson, 704 Constitution st., Baltimore.
D. Charles W. Heusler, Fidelity bldg., Baltimore.

Massachusetts.

C. Sterling Elliott, 12 Pearl st., Boston.
V. Albert G. Frothingham, 68 Chauncy st., Boston.
S. Arthur K. Peck (ex officio), Pope bldg.
D. J. Emory Tippet, Boston Art Club.
D. Albert S. Parsons, Lexington.
D. H. W. Hayes, 70 Kilby st., Boston.
D. D. Edward Miller, Springfield.

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.

D. Arthur W. Robinson, 4 P. O. sq., Boston.
 D. Henry E. Ducker, 358 Columbus ave., Boston.
 D. Henry W. Robinson, 89 State st., Boston.
 D. Chas. W. Fournier, Stanhope st., Boston.
 D. Henry C. Nickerson, 201 Washington st., Boston.
 D. Arthur O. Knight, care Norcross Bros., Worcester.
 D. Alex. R. Keltie, 155 Army st., Roxbury.
 D. W. G. Kendall, 711 Boylston st., Boston.
 D. J. B. Seward, 91 Milk st., Boston.
 D. Frank H. McKee, 480 Main st., Springfield.
 D. Horace A. Keith, 185 Main st., Brockton.
 D. John C. Kerrison, Herald Office, Boston.
 D. T. P. Hall, Stackpole st., Lowell.
 D. Bertram Harriott, 3 Winter st., Boston.
 D. Edw. P. Burnham, Newton.
 D. W. B. Chipman, Jr., 306 Boylston st., Boston.
 D. Walter B. Brackett, Globe bldg., Boston.
 D. F. O. Dean, Taunton.
 D. John W. Drown, Newtonville.
 D. Chas. E. Fay, Allston.
 D. F. M. Miller, Pittsfield.
 D. Arthur T. Otis, 615 Washington st., Boston.
 D. Austin W. Pease, 68 Devonshire st., Boston.
 D. A. F. Wyman, New Bedford.
 D. W. C. Toppan, Newburyport.
 D. Howard Geldert, 243 Columbus ave., Boston.
 D. R. A. Moses, 77 1/2 Chauncy st., Boston.

Michigan.

C. E. N. Hines, 35 W. Larned st., Detroit.
 V. W. T. Eldridge, 310 Washington st., W. Bay City.
 S. Leo A. Caro, City Hall, Grand Rapids.
 D. J. G. Mallory, Flint.
 D. C. W. Lloyd, 75 Bates st., Detroit.
 D. Chas. Clarage, Kalamazoo.
 D. D. P. Sullivan, Ypsilanti.
 D. S. C. Crump, West Bay City.

Minnesota.

C. Albert B. Ovitt, 805 P. P. bldg., St. Paul.
 V. F. L. Hoxie, 212 Endicott st., St. Paul.
 S. Chas. E. Bond, 205 Temple Court, Minneapolis.
 D. A. B. Choate, 430 Temple Court, Minneapolis.

Mississippi.

C. D. S. Wright, Vicksburg.

Missouri.

C. Henry V. Lucas, 105 No. 3d st., St. Louis.
 V. Albert Young, Kansas City.
 S. Louis Rosen, 411 Union Trust bldg., St. Louis.
 D. D. W. Robert, 2022 Washington ave., St. Louis.
 D. Robert Holm, 3624 A Botanical ave., St. Louis.
 D. W. P. Laing, 1216 Olive st., St. Louis.
 D. E. W. Sanders, 1331 Washington ave., St. Louis.

Montana.

C. James A. Shoemaker, Helena.
 S. Lewis Penwell, Helena.

Nebraska.

C. D. J. O'Brien, 703 So. 13th st., Omaha.
 V. J. A. Benson, Omaha.
 S. H. F. C. Allen, Beatrice.

New Hampshire.

C. Geo. H. Phinney, Hanover st., Manchester.
 V. Leonard F. Burbank, Nashua.
 S. Robt. T. Kingbury, Keene.
 D. Robt. H. Scott, box 245, Manchester.
 D. Thomas R. Varick, 809 Elm, Manchester.

New Jersey.

C. C. F. Kireker, 148 Ellison st., Paterson.
 V. H. F. Neefus, box 27, Newark.
 S. J. C. Tattersall, box 320, Trenton.
 D. H. W. Knight, Prudential bldg., Newark.
 D. R. R. Chiswell, Paterson.
 D. A. S. Kimball, Bloomfield.
 D. John W. Kelly, Jr., Woodbury.
 D. M. B. Rudderom, Merchantville.
 D. Chas. H. Budd, 38 Rector st., Newark.
 D. T. J. Emery, Atlantic Heights.
 D. Frank Eberhard, 584 Communipaw ave., Jersey City.
 D. James Barber, Englewood.
 D. L. G. Salmon, Hackettstown.
 D. U. F. Roelker, Hoboken.
 D. John Salisbury, Arlington.
 D. Dr. H. Iredell, New Brunswick.
 D. E. O. Chase, 43 Lawrence st., Newark.
 D. James G. Lee, Union Cash Reg., Trenton.
 D. Geo. H. Mallalieu, Paterson.
 D. Geo. B. Minshall, Montclair.

New York.

C. W. S. Jenkins, Mooney-Brisbane bldg., Buffalo.
 V. M. M. Belding, New York.
 S. W. S. Bull, Vanderbilt bldg., New York.
 D. Geo. R. Bidwell, 20 West 42d, New York.
 D. P. F. Bruner, 620 Broadway, New York.
 D. E. A. Crow, 2 West 33d st., New York.
 D. A. H. Curtis, Bank State of New York.
 D. Dr. W. K. Doty, 314 Lexington ave., New York.
 D. T. T. Eckert, Jr., 8 Day st., New York.
 D. M. F. Froisher, 346 Broadway, New York.
 D. Matthew Gibb, 45 Rose st., New York.
 D. G. A. Heaney, 25 William st., New York.

D. Arthur A. Housman, Broad st. and Exchange pl., New York.
 D. E. W. Jones, 100 Broadway, New York.
 D. Dr. L. C. LeRoy, 6 Lexington ave., New York.
 D. Geo. E. Miner, 277 Potter bldg., New York.
 D. Dr. F. A. Myrick, 100 Lexington ave., New York.
 D. Geo. C. Pennell, 70 Beckman st., New York.
 D. Richard Peters, 310 5th ave., New York.
 D. W. R. Pitman, 132 Nassau st., New York.
 D. Louis Rosenfeld, 887 St. Nicholas ave., New York.
 D. G. E. Scheffer, 330 St. Nicholas ave., New York.
 D. C. E. Simms, Jr., 167 Alexander ave., New York.
 D. P. S. Tilden, 54 Maiden Lane, New York.
 D. Robt. A. Van Wyck, City Hall, New York.
 D. Frederick A. Ware, 309 Broadway, New York.
 D. M. T. Willour, 105 Broadway, New York.
 D. Geo. B. Yard, 158 W. 81st st., New York.
 D. John Barnett, 157 Garfield pl., Brooklyn.
 D. N. S. Cobleigh, 340 Lafayette ave., Brooklyn.
 D. Chas. F. Cole, 68 Grove st., Brooklyn.
 D. R. W. Dye, 184 6th ave., Brooklyn.
 D. Waldo E. Fuller, 28 Berkeley pl., Brooklyn.
 D. H. B. Fullerton, 42 President st., Brooklyn.
 D. Michael Furst, 115 Prospect Park W., Brooklyn.
 D. Frank La Manna, 235 Cumberland st., Brooklyn.
 D. Franklin P. Mapes, 127 Nassau st., Brooklyn.
 D. W. M. Meserole, 186 Montague st., Brooklyn.
 D. Geo. T. Stebbins, 45 7th ave., Brooklyn.
 D. R. L. Stillson, 34 E. 5th st., Windsor Terrace, Brooklyn.

D. F. W. Wurster, City Hall, Brooklyn.
 D. E. H. Walker, 19 So. Oxford st., Brooklyn.
 D. J. F. Clark, Princes Bay.
 D. E. F. Hill, Peekskill.
 D. Max Parpart, 131 So. 3d ave., Mt. Vernon.
 D. F. L. Rodewald, New Brighton.
 D. Huyler Ellison, Freeport.
 D. Chas. T. Harbeck, Islip.
 D. G. A. Koulier, Flushing.
 D. Malcolm McConihe, 207 River st., Troy.
 D. Richard H. Reobe, Globe Hotel, Albany.
 D. C. H. Van Allen, 8 Twiddle bldg., Albany.
 D. W. M. Honig, 25 No. Pearl, Albany.
 D. W. E. Underhill, 229 So. Ferry st., Schenectady.
 D. C. B. Benson, Hudson.
 D. A. D. Wait, Cohoes.
 D. Edward Leonard, So. Genesee st., Auburn.
 D. Wm. Pierson Judson, 144 West 5th st., Oswego.
 D. Eugene E. Pugh, 27 Broad st., Utica.
 D. Chas. Higham, Middletown.
 D. C. L. Houghton, 9 Farm st., Ithaca.
 D. Edward E. Kattell, 110 Henry st., Binghamton.
 D. F. W. Ogden, Binghamton.
 D. W. W. Armstrong, 815 Power's Block, Rochester.
 D. W. H. Baker, 603 D. Silligant bldg., Buffalo.
 D. Henry E. Smith, 428 Guaranty bldg., Buffalo.
 D. W. L. Beck, 4 Central Block, Lockport.
 D. Chas. M. Brown, 7 W. 3d, Jamestown.
 D. Wm. R. Lansing, 48 Greig st., Rochester.
 D. Geo. E. Blackham, 322 Dove st., Dunkirk.

North California.

C. Geo. H. Strong, 220 Market, San Francisco.

North Carolina.

C. James G. Hollingsworth, Fayetteville.

North Dakota.

C. Marcus W. Barnes, Valley City.

Ohio.

C. W. D. Kempton, 10 E. 9th, Cincinnati.
 V. Arthur E. Chase, Toledo.
 S. W. C. Munro, 2143 Grand st., W. H., Cincinnati.
 D. Parker G. Reed, Chillicothe.
 D. W. H. Chubb, 91 Bell ave., Cleveland.
 D. M. W. Bliss, Jr., Columbus.
 D. S. L. Ghaister, Fostoria.
 D. J. Milton Finch, Dayton.
 D. Chas. F. Henry, Marietta.
 D. J. B. Griffith, Steubenville.

Oregon.

C. A. B. McAlpin, Portland.
 V. Louis B. Peoples, Portland.
 S. Don G. Woodward, box 78, Portland.

Pennsylvania.

C. Samuel A. Boyle, City Hall, Philadelphia.
 V. Thos. J. Keenan, Jr., Press, Philadelphia.
 S. P. S. Collins, The Bourse, Philadelphia.
 D. H. C. Alexander, 816 No. 43d st., Philadelphia.
 D. A. H. Allen, 1516 Marshall st., Philadelphia.
 D. J. H. Breed, 1340 Chestnut, Philadelphia.
 D. J. A. F. Carson, 830 Preston st., Philadelphia.
 D. C. A. Dimon, 1020 Walnut st., Philadelphia.
 D. Jos. Escotlet, Evening Call, Philadelphia.
 D. W. H. Hart, Harvey st., Germantown.
 D. R. D. Garden, 835 Arch, Philadelphia.
 D. C. T. Harrop, 1731 Oxford st., Philadelphia.
 D. W. J. Friedgen, 5 S. Front, Philadelphia.
 D. E. W. Burt, 1107 Market, Philadelphia.
 D. Thos. Hare, 2045 No. 13th, Philadelphia.
 D. J. A. S. Heath, 42 No. 11th, Philadelphia.
 D. Geo. Lehman, 87 Market, Bethlehem.
 D. Chas. G. Willson, box 26, Reading.
 D. C. M. Price, 207 Washington ave., Scranton.
 D. Harry C. Mason, 21 Sullivan, Wilkes Barre.
 D. J. H. Dennis, Normal School, Bloomsburg.

D. A. F. Nelson, Steelton.
 D. C. H. Obreiter, 48 No. Duke, Lancaster.
 D. W. P. Swartz, 110 E. Market, York.
 D. A. D. Knapp, 234 W. 4th, Williamsport.
 D. B. B. McCreight, Du Bois.
 D. Geo. T. Bush, Bellefonte.
 D. W. S. Cook, McKeesport.
 D. Frank H. Roberts, 401 Bourse, Philadelphia.
 D. W. H. Markland, 2207 Broad st., Altoona.
 D. T. F. Myler, Central Stock Yards, Pittsburg.
 D. H. S. Patterson, 77 Fifth ave., Pittsburg.
 D. H. J. Bellman, 818 Main, Sharpsburg.
 D. Francis Hurst, 1418 Carnegie bldg., Pittsburg.
 D. Chas. V. McLean, Demmler.
 D. Jos. E. Lewis, 161 Ulysses, Pittsburg.
 D. D. W. Harper, 613 W. 8th, Erie.
 D. C. P. Du Shane, 59 E. Washington, New Castle.
 D. Wm. B. Ilko, 1540 No. 19, Philadelphia.
 D. Geo. D. Gideon, 17 No. 7, Philadelphia.
 D. Carl Hering, 927 Chestnut, Philadelphia.
 D. Joe Lehman, 107 So. 13th, Philadelphia.
 D. Geo. H. Lokes, 3005 Aspen, Philadelphia.
 D. H. McAllister, 4309 Market, Philadelphia.
 D. Dr. J. W. O'Neill, 2110 Spruce, Philadelphia.
 D. D. R. Perkenpine, 608 Chestnut, Philadelphia.
 D. F. Quinn, 114 Walnut, Philadelphia.
 D. W. W. Randall, 1605 Chestnut, Philadelphia.
 D. Madison Rush, 1004 Walnut, Philadelphia.
 D. J. S. Stevenson, 3015 Susquehanna ave., Philadelphia.

D. W. P. Street, 30 So. 6th, Philadelphia.
 D. W. R. Tucker, 248 Bourse bldg., Philadelphia.
 D. Harvey T. Uhler, 2322 No. Broad, Philadelphia.
 D. W. F. Kimber, 3322 No. 17th, Philadelphia.
 D. H. B. Worrell, 555 No. 17th, Philadelphia.
 D. John H. George, 2041 Frankford ave., Philadelphia.
 D. J. H. Draper, 2110 Sedgley ave., Philadelphia.
 D. Jas. S. Larzelere, 1307 Parrish, Philadelphia.
 D. R. V. Mattison, Ambler st., Ambler.
 D. Geo. H. Beardsley, St. Davids.
 D. E. J. Wanner, 217 E. Oak, Norristown.
 D. P. S. Conrad, box 130, Wayne.
 D. Earle B. Douglass, 138 No. 6th, Allentown.

Rhode Island.

C. Geo. L. Cooke, box 1101, Providence.
 V. John H. Barnett, Providence.
 S. Nelson H. Gibbs, 288 Westminster st., Providence.
 D. Howard L. Perkins, box 103, Providence.
 D. G. Richmond Parsons, box 278, Providence.
 D. James Smith, box 1290, Providence.
 D. Percy A. Harden, 52 Elm, Providence.

South California.

C. C. C. Monaghan, 418 Bradbury bldg., Los Angeles.
 V. Robert Gray, Ontario.
 S. E. A. Woodward, box 265, San Diego.

South Carolina.

C. H. M. Fisher, 48 Rutledge ave., Charleston.
 S. J. F. Walker, 247 King st., Charleston.

South Dakota.

C. Matthew Flynn, Fort Meade.

Tennessee.

C. Chas. J. Scherer, 221 Main st., Memphis.
 V. J. M. Macrae, Clarksville.
 S. Henry Hotter, Cotton Exchange, Memphis.

Texas.

C. R. K. Earnest, Aultman, Miller & Co., Dallas.
 V. N. H. Kirsch, Dallas.
 S. J. E. Pitts, Cleburne.

Utah.

C. C. N. Butler, box 884, Salt Lake City.

Vermont.

C. B. C. Rogers, Burlington.
 S. G. W. Grandy, Burlington.

Virginia.

C. W. C. Mercer, 510 E. Main st., Richmond.
 S. L. W. Ryland, 713 E. Main st., Richmond.

Washington.

C. E. Irving Halsted, 102 So. 10th st., Tacoma.
 V. C. R. Talcott, Olympia.
 S. A. F. Tourville, 1823 23d ave., Seattle.
 D. Walter J. Ball, Tacoma.

West Virginia.

C. Chas. H. Gieger, 1010 Main st., Wheeling.
 S. W. H. Boughner, 1008 Main st., Wheeling.

Wisconsin.

C. M. C. Rotier, 505 E. Water st., Milwaukee.
 V. H. Van Arsdale, Racine.
 S. Sam J. Ryan, Appleton.
 D. Frank P. Van Valkenburgh, 710 Webster pl., Milwaukee.
 D. R. D. Wells, Kenosha.
 D. J. Roland Jones, Jr., Racine.
 D. Henry P. Andrae, 225 W. Water st., Milwaukee.
 D. Fred L. Schaller, Sparta.
 D. Wm. M. Lewis, Racine.

Ex-Officiis.

President.—Isaac B. Potter, Potter bldg., New York city.
First Vice-President.—A. Cressy Morrison, care of Scott & Browne, New York city.
Treasurer.—John W. Clendening, 269 14th st., Portland, Ore.
Secretary.—Abbot Bassett, 12 Pearl st., Boston, Mass.
Highway Improvement.—Otto Dorner, Milwaukee, Wis.
Racing Board.—Albert Mott, Park Heights, near Kate ave., Baltimore, Md.
Transportation.—Burley B. Ayers, 924 Walnut st., Chicago, Ill.
Rules and Regulations.—E. Kostomlatsky, Cedar Rapids, Ia.
Auditing Committee.—J. Fred Adams, Haverhill, Mass.

Ex-Presidents and Vice-Presidents.

Chas. E. Pratt, Roxbury, Mass.
W. H. Miller, Columbus, O.
T. J. Kirkpatrick, Springfield, O.
James R. Dunn, Massillon, O.
C. H. Luscomb, New York.
W. H. Emery, Roxbury, Mass.
Geo. R. Bidwell, New York.
Chas. L. Burdett, Hartford, Conn.
T. F. Sheridan, Chicago, Ill.
A. C. Willison, Cumberland, Md.
Geo. A. Perkins, Cambridge, Mass.
C. F. Cossum, Poughkeepsie.

INDIANA DIVISION.

The following appointments have been made by the chief consul:

W. E. Teale, Michigan City, representative; Vice Louis Imandt left the division.

E. L. Apperson, Kokomo, representative, to fill original vacancy.

Miss Anna G. Cravens, Madison, representative, to fill original vacancy.

CONSULS.

9. Angola,	C. F. Kinney
45. Jeffersonville,	Herman Rave
46. " "	G. O. Sheer
55. " "	Mary O. Biggart
113. Knightstown,	Floyd H. Church
124. Kokomo,	A. J. Whisler
47. Madison,	L. M. Robinson
65. Michigan City,	Miss Katherine Valentine
42. Richmond,	H. A. Dill
11. Washington,	F. D. Gibson

REPAIRMAN.

124. Kokomo, E. L. Apperson, 15 per cent.
J. A. ALLISON, Sec.-Treas.

IOWA DIVISION.

At the regular Mid-Winter meeting of the Board of Officers of the Iowa Division, held in Cedar Rapids, Ia., Tuesday, Dec. 28, 1897, the following officers and delegates were chosen to attend the meeting of the National Board of Officers at St. Louis, February 9th:

A. C. Miller, Chief Consul, Des Moines, Ia.
J. A. Gallaher, Vice Consul, Jefferson, Ia.
E. A. Sherman, Sec.-Treas., Cedar Rapids, Ia.
J. B. Green, Delegate, Des Moines, Ia.
Ed F. Carter, Delegate, Keokuk, Ia.

E. Kostomlatsky, late Chief Consul, will attend as chairman of National Committee on Rules and Regulations.
E. A. SHERMAN, Sec.-Treas.

IOWA DIVISION.

A. C. Miller, Chief Consul, Iowa Division, makes the following appointments as members of the standing committees:

Auditing.—Frank Filip, chairman, Cedar Rapids; W. K. Jones, Des Moines; Ben E. Miller, Cedar Rapids.
Rights and Privileges.—J. A. Gallaher, chairman, Jefferson; Bert M. Bills, Vinton; A. C. Gasser, Dubuque.

Improvement of Highway.—W. K. Jones, chairman, Des Moines; Montgomery Meigs, Keokuk; W. J. Casey, Davenport.

Rules and Regulations.—B. C. Keeler, Mason City; H. C. Hattenhauer, Co. Bluffs.

Transportation.—Frank B. Townsend, chairman, Marshalltown; Will A. Borton, Burlington; O. J. Kilgore, Newton.

Racing Board.—Edward F. Carter, chairman, Keokuk; Joe Beeson, Oskaloosa; E. Kostomlatsky, Cedar Rapids.

Road Book.—F. D. Meers, chairman, Greenfield.
Guide Posts.—A. R. Eng, chairman, Rock Rapids; C. W. Reed, Cresco; J. F. Schwaner, Winterset.

Touring.—Ed A. Johnston, Sigourney; A. A. Adams, Spencer; Harry Oliphant, Des Moines.

CEAR RAPIDS. E. A. SHERMAN, Sec.-Treas.

STOLEN WHEELS.

STORMER, No. 41480. D. S. VanAntwerp, Montclair, N. J.

WHITE RACER, No. 8602. Clarence M. Harding, 345 Cottage st., New Bedford, Mass.

KENTUCKY DIVISION.

LOCAL CONSULS.

Allensville,	Walter B. Carvell
Anchorage,	W. G. Coldewey.
Augusta,	Chad E. O'Neal
Austerlitz,	George W. Clay
Bardstown,	L. B. Smauels
Bellevue,	Francis Masco
Berea,	T. G. Passer
Bowling Green,	C. H. Smith
Burgin,	J. E. True
Carrollton,	H. M. Winslow
Cecilian,	J. W. Scott
Chenault,	James A. Allen
Clay City,	A. P. Steele
Cloverport,	Chas. W. Hamman
Covington,	R. L. Cigler, Jr.
Cynthiana,	J. M. Cromwell
Danville,	Raymond Flaig
Dayton,	Julius W. Ploching
Earlington,	Paul M. Moore
Elizabethtown,	B. F. Goldnamer
Erlanger,	Louis Morelli
Falmouth,	O. B. Gayle
Frankfort,	Earl Rogers
Georgetown,	G. R. Keller
Germantown,	N. A. Walton
Ghent,	Vernon Driskell
Glasgow,	H. A. Raubold
Greenville,	Owen Rice
Harrodsburg,	D. M. Hutton
Hartford,	James P. Thomas
Hawesville,	D. Lester Wilson
Henderson,	W. W. Williams
Hopkinsville,	F. K. Yost
Junction City,	Lucien F. Wells
La Grange,	John M. Mount
Lamasco,	Firman Early
Lawrenceburg,	Dr. C. E. Leathers
Lebanon,	W. W. Litsey
Lexington,	John C. Wilson
Litchfield,	C. R. Roberts
Little Hickman,	J. W. Overstreet
London,	James Williams
Ludlow,	Harry J. Carr
Madisonville,	W. R. Pratt
Mannsville,	Dr. G. W. Pruett
Mayfield,	Wiltz W. Headles
Maysville,	Will G. Heiser
Middlesboro,	Wm. H. Dohn
Middletown,	W. J. Grunwald
Millersburg,	S. M. Allen
Millwood,	Austin Kimble
Morganfield,	L. I. Mauning
Morton's Gap,	A. W. Davis
Mount Sterling,	Henry A. Reese
Munfordville,	C. C. Winston
Newport,	Philip H. Keene
Nicholasville,	Fred L. Sears
Owensboro,	L. E. Spring
Owingsville,	J. J. Nesbitt
Paducah,	E. C. Gleaves
Paris,	E. J. Myall
Parksville,	Wm. D. Cozatt
Perryville,	W. G. Prewitt
Pineville,	W. T. Davis
Prestonsburg,	Lucius L. Sloan
Raleigh,	Wm. F. Cissell
Richmond,	Allen H. Zaring
Robinson,	W. T. Odor
Russell Cave,	Thos. Brent Moore
Russellville,	Lucien M. Browder
St. John,	Rev. J. J. Abell
Shelbyville,	Tom Wallace, Jr.
Somerset,	W. B. Grosvenor
Stanford,	G. L. Penny
Tonietville,	J. W. Goodin
Uniontown,	Givens R. Gore
Williamstown,	C. C. Nesbitt
Winchester,	J. L. McCord

By order of the chief consul.

OWEN LAWSON, Sec.-Treas.

MICHIGAN DIVISION.

The following is a list of towns in Michigan having ten or more members, and the increase and decrease since last report (Sept. 29):

Town.	Members.	Increase.	Decrease.
Ann Arbor,	105		9
Adrian,	18		
Bay City,	91		10
Battle Creek,	97		13
Benton Harbor,	10		4
Charlotte,	28		4
Clinton,	10		
Cadillac,	37	2	
Detroit,	567		71
Escanaba,	69		7
Flint,	39		10
Grand Rapids,	174		37
Hillsdale,	11		2
Jackson,	55		8
Kalamazoo,	94		20
Lansing,	12		1
Ludington,	12		1
Muskegon,	11		4

Port Huron,	29		4
Saginaw,	18	4	
St. Louis,	11	2	
Sault Ste. Marie,	22		5
Vicksburg,	10		
W. Bay City,	65		4
Vpsilanti,	65		4

This shows a net increase of only 8, and a decrease of 228. This is to be regretted, as the success of the Division in gaining favors is strengthened by numbers we can present. Local consuls will receive expiration lists in a few days, and members have already received notice. Please remember that you have 60 days from date of expiration to renew in. A fine of 15 cents is charged against you for each month or fraction of a month over the 60 days. The small cost of renewal (\$1) and the great benefits to wheelmen should keep every member in line, and bring Michigan up to 3,500 members this year.

LEO A. CARO, Sec.-Treas.

GRAND RAPIDS, Mich., Jan. 24, 1898.

ILLINOIS DIVISION.

LIST OF LOCAL CONSULS. NO. 1.

Abingdon,	C. S. Bartlett
Algonquin,	Willis T. Peters
Augusta,	V. B. Skinner
Aurora,	Dr. James Selkirk
Alton,	H. K. Schussler
Austin,	Jas. G. Wakefield
Arlington Heights,	J. W. Burkitt
Bloomington,	J. W. Probasco
Harry,	Norman Wike
Bement,	A. Swenson
Breesee,	Aug. Grunz
Beardstown,	O. L. Rolfe
Carrollton,	Oscar McFarland
Carthage,	H. B. Ferris
Cambridge,	W. S. Bryan
Chebanse,	Curtis E. Rockwell
Champaign,	C. E. Johnson
Chandlerville,	C. R. Weaver
Chicago,	Clarence R. Carr
" "	W. Austin Amory
Camp Point,	J. Fred Boger
Columbia,	J. M. Nixon
Cairo,	J. C. Hancock
Danville,	Frank E. Hendrich
Dixon,	Henry S. Dixon
" "	H. O. Wheeler
DuQuoin,	L. D. Skinner
Decatur,	I. E. Rodgers
Elmhurst,	W. J. Hilliard
Elgin,	C. F. Manahan
" "	M. S. Aldridge
East St. Louis,	T. W. Gregory
Equality,	E. A. Wiedemann
Enfield,	R. B. Garrison
Edelstein,	C. V. Brayton
Griggsville,	T. M. Wason
Geneseo,	Bert Bradley
Greenview,	W. R. Tripp
Galesburg,	W. P. Martin
Galena,	R. L. Manuell
Golden,	Ekke Detmers
Highland Park,	E. H. Purdy
Highland,	Louis J. Appel
Huntley,	E. E. Torrey
Harrisburg,	Homer Collier
Hoopeston,	Nathan Bond
Havana,	A. G. Servoss
Irving Park,	R. R. Ropp,
" "	2539 No. 42nd st., Chicago, Ill.
Jacksonville,	Irving Woods
" "	W. E. Hall
Jerseyville,	D. A. Wyckoff
Joliet,	A. L. Johnson
" "	S. D. Chaney
" "	Jas. MacCoy
Kankakee,	B. A. Plante
Knoxville,	A. H. Noyes
Kewanee,	H. M. Burnside
La Grange,	E. B. McClellan
La Salle,	Geo. A. Wilson, Jr.
Lacon,	J. B. Smith
Libertyville,	C. R. Sherman
Mattoon,	Harry Heap, Jr.
McHenry,	Dr. A. E. Baechler
Morris,	W. G. Sanford
Minier,	J. W. Hart
Mt. Pulaski,	L. A. Danner
Marengo,	Chas. F. Renwick
Maywood,	R. J. Jenson
Mazon,	C. H. Martin
Mendota,	A. E. Snow
Minonk,	E. G. Hindert
Moline,	Elmer E. Morgan
Monmouth,	J. M. Porter
Morrison,	Jay C. Warner
Momence,	H. B. Kemp
Mason City,	T. C. Swing
Manito,	C. E. Marshall
Marshall,	Ed Cole
Neponset,	J. M. Stetson
Oak Hill,	C. C. Forney
Ocoya,	W. E. Fisk
Ottawa,	Geo. E. Serviss

Otterville, Geo. Dougherty
Pekin, Tom B. Smith
Peoria, J. A. Bush
" H. A. Juelg
" H. S. Benjamin
Paris, J. A. Scott
Princeville, J. B. Ferguson
Paxton, E. N. Stevens
Pontiac, Chas. W. Babcock
Polo, Chas. Shoop
Quincy, Loren C. Cox
Ravenswood, F. M. Taylor
Rockford, F. J. Hinckley
Robinson, Thos. S. Moore
Red Bud, Walter J. LeSaulnier
Rock Island, C. A. Spencer
Rushville, J. Henry Young
Streator, Geo. A. Lloyd
Shelbyville, Harry Turner
Sandwich, Dr. Frank E. David
Sheldon, W. A. James
Sterling, E. B. Van Horne
Shawneetown, Geo. Weiderhold
Seneca, S. A. Borders
Sidney, Chas. W. Witt
Taylorville, Dr. R. E. Henshie
Troy, A. E. Rump
Tonica, T. R. Edgerton
Toulon, H. W. Pierce
Trenton, Elmer Ginzell
Tiskilwa, E. L. May
Vermillion, Lee McDaniel
Vandalia, Will W. Ritchey
Xenia, Asher R. Cox
Yates City, W. G. Lehman

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, Feb. 4, 1898.

Total, 190-103,039

Over 122,000, COLORADO, 5-595.

D. A. C.
615 Beach, C. B., 1455 Emerson ave Denver
Unattached.
9 O'Brian, Peter, 67 Sherman ave "
620 Robinson, Harold T., 1790 So. Penn. ave "
1 Scobey, O. B., 1430 Clarkson "
2 Uzzell, Rev. Thomas A., 131 Mary "

Over 122,000, CONNECTICUT, 4-2051.

R. N. E. W. C.
623 Cudworth, Edward H., 16 Shannon Bldg Norwich
4 Preston, James, 8 North Main "
5 Reynolds, Fred H., 323 Franklin "
Unattached.
6 Conrad, J. D., 179 North Main Waterbury

Over 122,000, DISTRICT OF COLUMBIA 4-950.

Unattached.
627 Huddleson, Frank W., 1400 14th Washington
8 Pilling, Fred W., 1536 15th "
8 Pilling, Mrs. Fred W., 1536 15th "
520 Pilling, Miss Alice E., 1536 15th "

Over 122,000, FLORIDA, 15-131.

Jacksonville Wheelmen.
631 Barnett, W. D., 217 Church Jacksonville
2 Craig, James A., 229 W. Bay "
3 Lay, Thomas Mills, Jr., 425 W. Ashley "
4 Ellis, Robert N., 24 East 2nd "
5 Hewitt, Ed., 1027 East Duval "
6 Hunter, T. F., 1317 Main "
7 Ingram, J. W., 225 East Church "
8 Locke, Eugene O., 328 Newman "
9 Matthews, Geo. C., 328 Julia "
640 Pulpispher, Frank J. G., 520 East Adams "
1 Patterson, C. O. "
2 Smith, W. W., 27 West Bay "
3 Soundstrom, A. B. "
4 Williams, Charles E., 1542 Main "
5 Drake, W. A. Sandersen

Over 122,000, GEORGIA, 3-259.

Spalding.
646 Entleman, A. H., Gwinnett and E. Broad Savannah
Unattached.
7 Entleman, J. H. H., 617 Broughton st. E. "
8 Westervelt, Mrs. E. J., 9th 3rd E. of " Drayton

Over 122,000, ILLINOIS, 9-3834.

Aeolus C. C.
9 Peters, Chas. W., 790 No. Irving ave Chicago
Lincoln C. C.
650 Bettler, Henry C., 120 Randolph st "
Unattached.
1 Bassett, A. E. Alton
2 Weinrich, Rudolph F., box 196 "
Arlington Heights
3 Baird, Charles A., 2358 No. Paulina Chicago
4 Gaskill, Roy S., 33 Wendell "
5 Willis, Geo. G., 275 Monroe "
6 Connell, Joseph A. La Grange
7 Holland, C. J., box B Pullman

Over 122,000, INDIANA, 10-1885.

Unattached.
658 Scott, Geo. W. Albany
9 Wilson, A. G. "
660 Chapin, W. C., 716 North Senate ave Indianapolis
1 Jones, Earl Clinton, 1218 E. Washing- ton
2 Campbell, E. W. Pendleton
3 Cates, G. L. Richmond
4 Gaar, S. W., 200 No. 13th "
5 Purdieek, Herman F., 209 So. 14th "
6 Ramler, Edward W., care A. G. "
Luken & Co. "
7 Waking, Wm., 406 Main st. "

Over 122,000, KENTUCKY, 2-1014.

Unattached.
668 Graves, Buford A., 56 East Main Lexington
9 Roser, Elwood Maysville

Over 122,000 LOUISIANA, 1-127.

Unattached.
670 Stuntz, J. E. Cinclare

Over 122,000, MARYLAND, 6-1804.

Unattached.
671 Hohlitzell, John, 1933 St. Paul Baltimore
2 Moale, Frank V., 1512 Linden ave "
3 Barnes, Ralph S. Sykesville
4 Chenowith, John "
5 Schrade, Edward "
6 Marshall, J. F. "

Over 122,000, MASSACHUSETTS, 8-12,503.

Suffolk Bicycle.
677 Munro, Frederick B., 1 Sunnyside terrace Jamaica Plain
8 Strecker, Henry C., 695 Centre "
Unattached.
9 Beal, Miss Ida G., 104 Beacon Boston
680 Jackson, Rob't F., 15 Center Brookline
1 Walker, Warren E., 99 Milk Fitchburg
2 Staples, E. B., 186 Maple st. Lynn
3 Cudworth, Homer S. Shelburne Falls
4 Howard, S. Francis Wilbraham

Over 122,000, MICHIGAN, 4-2029.

Benton Harbor W.
685 Sweet, Chester C. Benton Harbor
D. W.
6 Brady, Hugh, 706 E. Congress Detroit
Michigan Cycle.
7 Blackney, W. S. Kalamazoo
Unattached.
8 Crandall, Geo. N. St. Joseph

Over 122,000, NEBRASKA, 1-474.

Unattached.
689 Cornish, Edward J., Barker Block Omaha
Over 122,000, NEW HAMPSHIRE, 1-1104.

Unattached.
690 O'Brien, Mary A., box 196 East Rochester

Over 122,000, NEW JERSEY, 6-6834.

Unattached.
691 Terhune, Wm. H., 802 Bloomfield Hoboken
2 Butler, Hugh, Edwin E., box 12 Madison
3 Eckert, Edw. Pompton
4 Ritter, George W., box 48 Taurus
5 Beckmann, Reinhold, Saylor st. Deutzville
6 Keyes, Bernard, Greenwood and Mon- mouth

Over 122,000, NEW YORK, 62-26,893.

Happy Go Lucky W.
697 Jackin S., 716 Jamaica ave Brooklyn
Logan W.
8 Carwell, J. Paul, 128 State st. "
Greater N. Y.
9 Grimmel, Henry, 635 Wythe ave "
Mt. Vernon C. C.
700 Perry, H. W., 138 So. 3rd ave Mt. Vernon

Century W.
1 Robinson, George, 184 W. 101st st New York
Park C. C.
2 Crakow, Louis N., 317 E. 116th st "
Triumph W.
3 Rakowsky, Wm., 2176 8th ave "
Humidity B. C.
4 Ellis, Fred J., W. U. Tel. Co. Oswego
Unattached.
5 Bridger, Albert R., Main st Babylon
6 Baath, A. W., 382 Throop ave Brooklyn
7 Bittner, Frederick, 353 Halsey st "
8 Frost, John F., 128 Cumberland st "
9 Hellawell, John A., 789 Sumner av "
710 McAuliff, John F., 789 Sumner av "
1 Perrin, A. W., 980 Halsey st "
2 Peterson, And. J., 342 Dean st "
3 Schaerr, Emilie, 96 Washington st "
4 Almdinger, C. E., D. S. Morgan bldg Buffalo

5 Wallace, Geo. A., 83 14th st "
6 Humes, Grant W. Harrisville
7 Hotchkiss, H. G., box 1002 Lyons
8 Sterritt, Linus S. Middleport
9 Schneider, Chas. A., 10 Grove Hill place Morrisania
720 Carmichael, J. V., 460 W. 23rd st New York
1 Curtis, William A. E., Union Club "
2 Davidson, Sarah, 21 E. 26th st "
3 Faure, Louis, 29 Mercer st "
4 Hagerty, Charlotte, 21 E. 26th st "
5 Hagerty, John E., 21 E. 26th st "
6 Hanlon, Chas. W., 941 E. 16th st "
7 Hicks Mrs. F. E., 66 Times bldg. "
8 Joseph, Martin, 447 E. 80th st "
9 Kozlazzian, Chas., 3d and Mercer sts "
730 Kane, S. Nicholson, 23 West "
1 Knabe, Richard D., 863 West End av "
2 Lehmann, Max, 1323 Second av "
3 Leichtweis, Miss Antonia, 21 E. 26th st "
4 Ludemann, F., 282 Columbus av "
5 Mayo, Miss Marie Louise, 258 W. 73d "
6 McGowan, Wm. E., 244 E. 20th "
7 Lacy, Fred D., 203 W. 80th st "
8 MacManus, Harold Wayne, 25 E. 24th "
9 Madden, Jas., 308 W. 30th "
740 MacLean, A. F., 64 W. 36th st "
1 Meier, David, 543 Eighth av "
2 O'Beirne, Geo., 201 E. 20th "
3 Ordway, Samuel H., 31 Nassau st "
4 Rothschild, Elias, 58 W. 14th st "
5 Raymond, Lillian, 1307 Broadway "
6 Schmidt, Adolf T., 6 Centre st "
7 Schuhmann, Henry, 313 W. 45th st "
8 Steffens, Fred, 32 McDougall st "
9 Schnebbe, Frank, 161 W. 102d st "
750 Stanley, Frank P., 336 E. 24th st "
1 Scardfield, Walter R., 457 E. 134th st "
2 Tamargo, Manuel, 167 E. 45th st "
3 Wuerz, O. W., 313 E. 83d st "
4 Harris, Solomon, 58 White st "
5 Fouts, T. M. Peekskill
6 Gale, Wm. Jr., 7 State st Sing Sing
7 Quick, Willet M., 34 Terrace av "
8 Smith, Geo. E., 456 River st Troy

Over 122,000, NORTHERN CALIFORNIA, 1-4*3.

Unattached.
759 Mitchell, F. E. Campbell

Over 122,000, OHIO, 7-3044.

760 Donaldson, Parker, room 405 Custom House Cincinnati
1 Parker, Walter W., room 405 Custom House "
2 Chaney, P. B., 80 East Gay Columbus
3 Crawford, J. E. Gates Mills
4 Harnner, Homer Kunkle
5 Fuller, A. J., 126 W. 2d Portsmouth
6 Klump, Wm. H., 222 Genesee Toledo

Over 122,000, PENNSYLVANIA, 31-24,962

Union W.
767 Scott, Wm. H. Bethlehem
N. C. C. C.
8 Buchanan, L. M., 166 Locust New Castle
L. C. C.
9 Schneider, K. 134 Maplewood av Germantown
770 Longhead, Jas. R. 2512 Harlan Philadelphia
Unattached.
1 Hartz, Wm. Berwyn
2 Maier, Jacob, 2608 Ash st Bridgeburg
3 Davis, V. E., box 784 Carnegie
4 Erdell, Wm. E. Coplay
5 Levan, Arthur D. "
6 Davis, Bert Darlington
7 Shoemaker, Harry J. Doylestown
8 McClosky, Albert W. Fallington
9 Walters, Willis W. 1518 1/2 New 4th "
780 Peterson, A., box 84 Harrisburg
1 Stratton, Jno R. North Towanda
2 Clement, Fred K., 3rd & Indiana av Philadelphia
3 Dohun, James Mark, 217 North 20th, Sta. A. "
4 Daugherty, Martha A., 15 South 15th "
5 Goldsmith, Harry N., 2331 Woodstock "
6 Harris, Jas. Russell, Jr., care Art Club "
7 Hudson, Fred Lee, 2144 E. Huntington "
8 Maertens, H., 983 Marshall "

9 Nagel, Leon, 338 W. Girard av " "
 790 *Pennoyer, Alice, 2141 N. 21st " "
 1 Schenck, J. Ernest, 1795 Vine " "
 2 Sylvester, F. D., 1211 Belmont av " "
 3 Tatem, T. J., 2136 Percy " "
 4 Van Bell, Herman B., 927 N. Broad " "
 5 Brockway, J. E., 718 Ferguson block " "
 6 Kimmel, E. A., Hall and Gray st. " "
 7 Gress, J. Fred, mgr. Postal Tel. Co " "
 Towanda

Over 122,000, RHODE ISLAND, 7-1694.

Ass'n Wheelmen.
 798 Washburn, Oscar H., 54 Flora Providence

R. I. W.
 9 Livingston, Thos., 248 Thurbers av " "
 800 Merchant, John S., 37 Westminster " "
 1 Smith, Arthur L., box 1051 " "
 Standard W.
 2 Johnston, Walter, 20 Erastus " "
 Unattached.
 3 Gorton, Walter J., box 269 " "
 4 Macdonald, W. M. P., Hotel Paton, " "
 Westminster st. Providence

Over 122,000, TENNESSEE, 1-343.

Unattached.
 805 Raine, C. H., 31 Madison av Memphis

Over 122,000, WEST VIRGINIA, 1 179.

Unattached.
 806 Tatum, Peebles, 1300 Market Wheeling

Over 122,000, WISCONSIN, 1-2627.

Unattached.
 807 Nehls, Arthur Platteville

NEW LEAGUE CLUBS.

259 The White Haven Wheelmen Pennsylvania
 260 Quincy Bl. Club Illinois

CYCLE PATHS AT AMSTERDAM, N. Y.

The accompanying picture shows a cycle side-path at the city limits of Amsterdam, N. Y. It was begun in a small way in September, 1893, by E. T. DeGraff, who spent Labor Day at work with a team on a short hill. The next year he raised \$150 by private subscription and built a mile and a half of path. In 1895, they improved the old path and added as much more. In 1896, \$400 were raised,



and over three miles were built, and in 1897 they raised \$450 and built six miles of path, so that now there is a total of eleven miles, at a cost, including yearly repairs, of about \$1,200.

For building purposes they say that "cinders or ashes from soft coal is the only perfect surface," and that "no matter how hard or long it rains it only makes it better," even though the roads become impassable.

Three miles of path were built by filling in cinders between the street-car tracks, where the cars make but half-hourly trips. Wherever a driveway crosses a path, planks, fourteen feet long and two by three inches, are laid, thereby preventing the formation of ruts, and 200 feet of smooth iron drain pipe, three or four inches in diameter, have been laid. Before the passage of the side-path law the

paths were cut up by drivers in the Spring and Fall but since they "put up the \$50 fine signs, they have left it alone finely." This year they intend to raise the money needed for paths by the "badge on head of wheel" method instead of private subscription.

A Pair of Knaves.

Oh many a man the game had won
 If, in Life's shuffled pack,
 Had not been old King Alcohol
 And his partner, Apple-Jack.

TO THE L. A. W. PIONEERS.

In order to prevent the L. A. W. Pioneers falling into desuetude, whither it was tending, I have taken hold of affairs and written up the books to date. Members have been put upon the books in the order of joining and given numbers in regular order. I find that a great many members have not paid their dues to 1898. All those who were at Louisville, and all who joined later, should have paid dues to 1898 at Philadelphia. All who were at the banquet at Philadelphia were admitted to membership on condition that they pay dues at that time. Members in arrears will please send 50 cents to my address. All those who are eligible to membership will apply for same to this address, enclosing 50 cents. The Indianapolis Meet Club will invite the veterans to a banquet during the Meet, and invitations will soon go out. I shall send tickets to members this week. All those who think they are Pioneers and fail to receive tickets may know that they have not paid up.

Fraternally,

ABBOT BASSETT, President.

THE average man will do all he can to stand well in the good will of a rich uncle whose will he is interested in.

MILLER, the winner of the six days' race, spent six months in training for the event, and it will probably take twice that long for him to get over it.

IF ALL the fatal cycling accidents should occur to those who insist on smoking pipes while awheel, — well, it would n't be quite so bad.

UNLESS the type-setter reads his copy he can't "comp" — rehend it.

"CLEANLINESS is next to Godliness." Washday is usually the day after the Sabbath.

QUERIES AND ANSWERS

P. J. B.: — For information regarding roads and road maps of your division address your division secretary.

No. 57,222: — For information relating to the Century Road Club of America address the secretary.

H. B. S.: — A long crank certainly compels the foot to travel around a larger circle, but work is done during only half the circle. Experience shows that, with most riders, the muscles quickly become accustomed to the long crank, and that the big sweep is easier to follow than the rapid pedaling of a low gear.

No. 113,884: — Use a nine-tooth sprocket for any ordinary road gear; with an eight-inch crank 80 8-9 (9 x 26) ought to give excellent results.

No. 159,391: — The best way to care for and lubricate a chain was described on page 575, issue of Nov. 12.

R. O. V.: — A number of small works on training for bicycle racing have been published both in this country and England. A retail bookseller could supply them.

W. M. B.: — See page 42 of the L. A. W. BULLETIN, issued January 14.

T. P. B.: — For information regarding racing records, address Albert Mott, Chairman L. A. W. Racing Board, Park Heights, Baltimore, Md.

G. F. C.: — The correct cycling costume for ladies will not differ greatly, this year, from what it has been heretofore. What might prove becoming, convenient and comfortable for one might not be the best for another. A certain amount of individuality, both in style and adaptability, can most always be employed to advantage.

A. V. S.: — Large prices for rare coins are usually paid only by collectors, though dealers sometimes offer considerable amounts.

No. 191,037 asks for a good method for hanging wheels from ceiling in quarters where space is limited.

Some men are like balls of twine. "How so?"
Oh, they're all wrapped up in themselves, you know.

IMAGINATION, though it is the largest realm mankind knows of, may belong to the poorest of mortals.

"GIRL BACHELORS."

"OLD MAIDS," we're told, have passed away
They're now quite out of date;
They've one and all become, they say,
"Girl bachelors," of late.
They go about just like "the boys,"
Each has her "club" and "den,"
And likewise all her worldly joys
The same as do the men.

She does n't seem to have a care
Her placid mind to vex,
And acts as though she's unaware
That there's another sex.
But don't you ever be misled
For, mind you, when she can,
A wise "girl bachelor" will wed
The proper "old maid man."

One More Chance.

Since "matches are made in heaven"
Old maids who discover a dearth
Of men here below may there find, you know,
The husbands they missed on earth.

It's easy to see that if trunks didn't become so very "full" occasionally they would n't be strapped quite so often.

WHEN the final trick is played in the great game of life, Gabriel will trumpet.

If through railroads are trunk lines it follows that branch roads must be valises.

UNDER certain conditions a Welsh rabbit beats a howling cat for keeping a man awake nights.

A Postal Warfare.

Those mortals who our wrath provoke
We'll now prepare to get in line,
And when the right time comes we'll soak.
Each with a "comic (?) valentine."

BECAUSE a railroad is an "elephant" on its stockholders' hands is poor proof that it's a "trunk" line.

Cycling Terms.



"WON ON THE LAST LAP."



"A BAD SPILL."

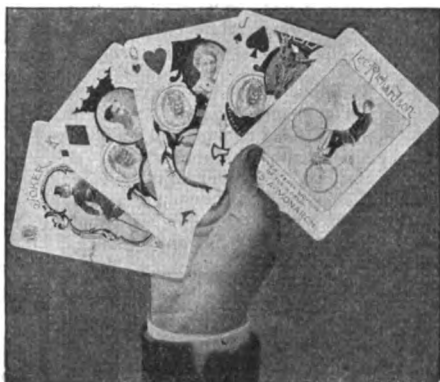


"THAT TIRED FEELING."



"PUMPED OUT."

MONARCH PLAYING CARDS



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

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

Send for our '98 high art catalogue.

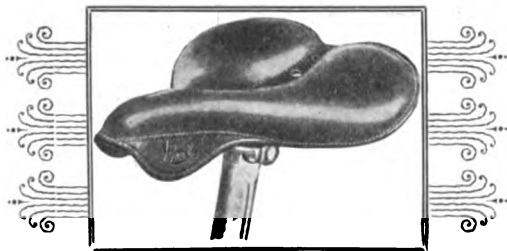
MONARCH CYCLE MFG. CO.

Lake, Halsted and Fulton Sts., Chicago.

COMFORT IS WHAT BICYCLE RIDERS WISH.

This can be secured by having
their wheel fitted with the...

"WHEELER EXTRA"



Made in two widths, with or with-
out coiled springs, hair padded,
light, durable and strictly hygienic.

WRITE FOR CATALOGUE.

THE WHEELER SADDLE CO.

Detroit, Mich.

CLIPPER RIDERS always look well and feel well. They are satisfied with the Clipper and Clipper business methods. Those who

TURN THEIR BACKS

on department store and auction room wheels never regret it if they buy a Clipper. This repairs

ON CHEAP BICYCLES

often amounts to as much the first year as the wheel cost, and then the bicycle is worth but little and is a constant expense and annoyance.

There is no bicycle the equal of a Clipper at the price of a Clipper.

Made by



THE CLIPPER PEOPLE, Grand Rapids, Mich.

N. 46-98

Columbia Chainless



We will give an 1898 Model Columbia Chainless Bicycle absolutely (Ladies' or Men's) to the person sending us the largest list of words made from the letters O-N-E D-A-Y C-U-R-E. For example: on, no, red, near, year, etc. Contest closes April 15, 1898. The name and address of successful contestant will be mailed to anyone sending stamp for postage.

\$100 IN GOLD given to successful contestant if money is preferred to bicycle. Our Object in making this liberal offer is to create a demand for our **OUNCE OF PREVENTION TABLETS**, the Great Cold Remedy and Headache Cure, an invaluable household remedy that should be in every home. Unfailing, Speedy, Safe. Cures a Cold in a Day! Relieves Headache at once. Prevents Pneumonia. We are confident that once used you will never be without it. **TO ENTER THE CONTEST** no fee whatever is required, the only condition being that you must send 25 cents silver (or 27 cents stamps) for a box of our **OUNCE OF PREVENTION TABLETS**, which will be sent postpaid with a coupon giving the rules governing the contest plainly and fully. **Secure the coupon at once, and take plenty of time to make up your list.** **SOMEONE** will get the finest Chainless Bicycle made, Absolutely Free. Why not YOU?

Mr. C. E. Wade, 3600 Fifth Ave., Pittsburg, Pa., was awarded the bicycle given in our December contest.

Address, **LEWIS & RUSSELL Co., Dept. V, 5 First Street, New York.**