

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 11, 1898. Number 6.



A FEW RODS OF SANDY ROAD IN AN OTHERWISE GOOD HIGHWAY
NEAR BETHEL, MAINE.

Photograph by S. B. Phillips, Portland, Me.

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, 102,627.

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THE AGENT NEEDS TO KNOW

the wheel he handles in order to secure and retain trade in these days of bitter competition. Right is better than risk. The evident and everywhere recognized good qualities of the

Sterling Bicycle

"BUILT LIKE A WATCH"

make it a wheel to be relied on—a certain seller and satisfier. This year as never before will the Sterling demonstrate its ability to quickly get off its agents' hands. The '98 Sterling is a high-grade, low-price wheel without equal. ∴ ∴ ∴ ∴

Prices: \$60, \$75; Racer, \$85; Tandem, \$125; Chainless, \$125.

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

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

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

A Query.

If a cat leapt out of a window,
And it killed her when she lit,
Would a jury decide that the animal died
In a cat-a-leapt-tic fit?

THEY NEED ONE ANOTHER.

The best known stimulant for all phases of the questions involved in the improvement of roads, says Secretary Chase of the Worcester, Mass., Road Improvement Association in his annual report, "is provided by membership in the League of American Wheelmen. There are in Worcester about 350 members of that organization. There ought to be ten times that number reading the educating literature furnished by the League to its members. . . . We need the League, but there is another side to that shield. The League needs the influence of solid business and professional men and women in its ranks." This is all true, and if members but realized it, and urged their friends to join, the membership would soon double. Surely all members of Road Improvement Associations can be induced to join the League.

RESULT OF USING WIDE TIRES.

A road near Springfield, Mass., from some stone quarries to the railroad station was formerly very badly cut up by the heavy loads drawn on narrow tires. Some years ago the road was heavily graveled, and it was arranged that four to five-inch tires should

be used on the wagons doing the heavy hauling. The result was that the wagons served as rollers, and kept the surface smooth, and in such good condition that very little has since been done to it, and the road is now a favorite drive for teams and wheelmen.

AN ENGLISH DRESS GUARD.

In order to protect ladies' dresses from wind, dust and mud, an inventive Englishman has made a shield to fit close to the front forks on either side of the steering wheel, and reach as far down as the axle, and up to the top of the head. It also comes back several inches on each side. It was exhibited at the National Cycle Show.

A GOOD ADJUSTMENT.

Wheelmen are often advised to leave a slight side-play in their bearings when they adjust them. This is better than to lock them too tight, but in first-class machines it is neither wise nor necessary. With careful practice one can learn the exact point at which all side motion is removed, but care should be taken not to tighten beyond that point.

To ride evenly, at slow speed, is a difficult task. It ought to be practised by novices so that dangerous wobbling would be done away with.

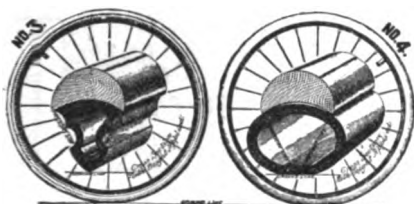
CAB drivers are in the cold so much they frequently have a hacking cough.

(WON'T SLIP)

APEX TIRES

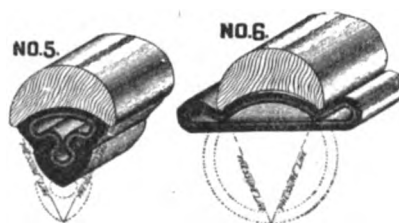
(WON'T SLIP)

MR. RIDER:—This is what you have been looking for. *A tire that will not slip on any slippery surface, is practically puncture-proof, and if it does puncture can be ridden any distance without injury to wheel or tire. (See cut Nos. 5 and 6.)



Compare effect on ground line of above tires and judge for yourself which is the fastest and safest tire.

Watch This Page
for
**PHOTOGRAPHIC
ILLUSTRATIONS**
of the
Superiority of
APEX TIRES.



Sectional views of Apex and old style tires being ridden without air.

Retail dealers should apply for Agencies and get our proposition. It will interest you.
Our Illustrated Catalogue (had for the asking) tells you all about it.

AMERICAN TIRE COMPANY,
26 Cortlandt Street, New York City.

(WON'T SLIP)

APEX TIRES

(WON'T SLIP)

A Hot Time.

He raved about the "fire of love"
With which her charms inspired him.
But 'twas simply a frost to the holocaust
He felt when her father "fired" him.

"ROME WAS NOT BUILT IN A DAY."

Good roads as "a creation of man and a type of civilized society" is a theme much dwelt upon, and has not even yet received all the consideration it deserves. But it is well to remember that time is required to build permanent highways, and that such conditions as are found in some foreign countries can only be realized here after generations have worked along some clear line of improvement for many years. Solid, substantial roads are the cheapest in the end, but they cost a great deal of money. It is injudicious and wasteful to attempt the best and then do it in a shoddy manner. Better, far, do less and do it thoroughly.

HE'S NOT WANTED.

Every now and then some park or semi-public path or way is closed against cyclists because some scorcher has, by his hump-backed foolishness, committed some wrong which he innocently calls an "accident." In this way what would prove a source of pleasure to the many is lost because of the wrongdoing of the few. The cyclist who scorches in the streets of cities, or any other locality frequented by others, is the greatest enemy the true cyclist has.

Every means from the softest words of suasion to a bradded base-ball bat should be used to effect his reform.

A MODEL SUPERVISOR.

Lower Merion township, Montgomery county, Pa., is entitled to the credit of having developed and faithfully maintained the most accomplished road supervisor in the State, says the *Philadelphia Times*. Nineteen years ago the people there nominated A. J. Cassatt, one of the greatest of our railroad men, and he accepted the office with a full understanding of its duties.

Supervisor Cassatt started in to make first-class roads in Merion township. His methods startled most of the farmers of that region, and some of them were even appalled at what they regarded as his extravagance. He did not waste the taxes of the people in petty repairs which accomplish nothing, but he made first-class roads from the start, and, although he had desperate battles for two or three years to win the supervisorship of his township, as the beneficence of his policy developed the tax-payers saw that they were getting more than one hundred cents for every dollar that was expended; that their good roads improved the value of their farms tenfold more than all the roads cost; that they could use the roads at all seasons of the year with comfort, and they learned to appreciate the wisdom and the economy of having an honest and thoroughly competent supervisor.

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.

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“A SOFT THING” ***** “IT’S FULL PNEUMATIC”



THE PERRY SADDLE

Is full pneumatic. It is the most comfortable and easy-riding saddle in the world, and we can prove it by 30,000 riders of '97, for we, too, are advertised by “Our Loving Friends.” If you want comfort, ride the Perry. Your dealer probably knows about it; if not, write us.

THE HARRIS TOY CO.

Toledo, O.

“IT’S FULL PNEUMATIC” ***** “IT’S ALL SOFT”

And There are Others.

Mobile, which has the worst streets of any city in the country, is preparing to mend them. — See L. A. W. BULLETIN, page 113.

Mobile, they are saying your roads are so bad
 They are “almost unrideable;” is n't it sad?
 You ought to have streets that are fit for the wheel
 And the gay motor-carriage. You auto-Mobile!

HE CRIES “ENOUGH!”

Herman S. Davis, of the Columbia University, who recently offered through the L. A. W. BULLETIN to send the “Columbian Perpetual Calendar” to those who wished copies of it, finds himself “snowed under” with requests for same, and wishes us to say that “the limited number now remaining will be exhausted by the time this notice can be seen by your readers, judging from the present rate of application.”

Sarah Bernhardt says cycling is next to fencing as a means of preserving gracefulness of figure, and when it comes to matters of grace, well, Sarah ought to know.

Commissioner of Public Works Williams, of Evanston, Ill., has made arrangements for a six-foot cinder-path along the Sheridan Road from Main street to the city limit. He has also arranged that the path shall be continued by the Chicago commissioner to Devon avenue, thus giving Evanston citizens a good, clean track to down-town Chicago. Work will be begun at once.

If while you are a guest at a hotel in England your bicycle is stolen therefrom, the hotel-keeper must pay you for the same. But a hotel is where you can obtain both bed and board. If a restaurant-keeper offers to care for your bicycle, and does so, to a reasonable degree, and it is stolen, it is your loss. Does the same rule hold good here?

The Momence (Ill.) Cycle Club would like pointers on building a quarter-mile cycle track to cost about \$300. Also good ideas for a club to adopt.

Who knows the whereabouts of C. O. Sanderson, formerly of Cambridge, Mass.?

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 seven 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:

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305 Fisher Building, Chicago.
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ONE YEAR \$1.00
Special Club Rate, to League Members only25

Editor: **STERLING ELLIOTT.**

Associate Editors:

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

FEBRUARY 11, 1898.

THE BICYCLE IN LITERATURE.

THE recognition the bicycle has received in the literature of its time has been commensurate with the estimate the public has placed upon this most talked-about and useful of all modern inventions.

At first the bicycle was a wonderful toy, to be operated only by a professional equilibrist. Later on, when the amateur cyclist presumed to ride the untamed steed in the public streets or highways, he was hooted and laughed at. During this era the bicycle found its name frequently mentioned in the humorous journals and in the joke-columns of the daily newspapers. Later on, when use of the bicycle became more general, it edged its way into yellow-covered works of fiction and into the cheaper grade of magazines.

And now, oh, now the bicycle is putting on all the literary frills the writers of the land can fashion. It is woven into the most pretentious of poems, it is sung in the songs of the day, and it finds itself written into the books with gilt tops and bound in the finest morocco.

The prancing palfrey of the noble Knight, the Sedan chair of my Lady Beautiful, the coach-and-four of Lord Soandso, the jaunting car and the

Total number printed this week . . . **107,500**
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Samples to Advertisers, Exchanges, etc. **4,873**

stage coach of the more common people have all had their day in literature.

A newer and a more poetically romantic means of travel has been found. It deserves a place in the pages of poetry and fiction. The haughty and proper Lady Clara Vere de Vere, or the sweet and simple Daisy Miller looks well, in the mind's eye, when pictured as riding the graceful bicycle.

And the bicycle is adapted to all conditions of life as depicted in fiction. Whether it is the artizan going to his daily task, the soldier hurrying to war, or the lover riding out with his lady love, the bicycle may happily serve as the means of conveyance.


Now that the bicycle has been vouchsafed an exalted place, in both fact and fiction, who shall say it is not deserving of all the homage that is being paid to it?

BARBER vs. LAWYER.

Should we accept barbers as members? was discussed in our January 28th issue, and we stated that character rather than occupation should govern. We now have an amusing letter from a New Jersey barber who is a local consul for the L. A. W. He is also tax collector for his borough, secretary of the local Board of Health, life insurance agent and store-keeper. He says he feels it his duty to keep out objectionable people, and that he has an application from a lawyer which he hesitates to accept. He asks us what we think as to the advisability of admitting lawyers.

We do not despise any man simply because he is a lawyer. Lawyers are like ingrowing toe-nails; we should not blame them for their existence, but rather blame the conditions which produce them. There are few lawyers who would not have become useful citizens had they chosen to work in other fields. So long as people will persist in eating green apples, there will be doctors, and so long as doctors continue to be inefficient, there will be business for undertakers.

Lawyers constitute a supply for which there is a demand, and this demand grows out of the differ-



SELF INTEREST.

"Who will adhere to him that
abandons himself?"—SIDNEY.

Probably very few would.

That is why we constantly call
attention to "those figures."

Others might be Cheaper, but None as Good




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

The Lovekin

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

Price, \$3.00.

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.**



Two Distinct Cyclometers in One



Polished Nickel or Antique Copper finish. 10,000 Miles with Independent Trip Register of 100 Miles. Positive mechanism. Easiest to read—largest figures.

Price, \$1.25.

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READS: TOTAL 2486 MILES, TRIP 75 1/2 MILES
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"Comfort" Bicycle Garter



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

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

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

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May 12, 1896, No. 559,970.

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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.

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They Conform to Your Shape.

Agents, send for '98 Catalogue.

RUSCH BICYCLE SADDLE CO., 91-93 Thompson St., New York.



GOOD LUCK CYCLOMETER — WITH 1898 IMPROVEMENTS.

Two Styles of Bracket.

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

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ence between absolute savagery and complete civilization. The untutored barbarian has no use for lawyers; he settles his differences by methods which we, in our blindness, call crude. Perfect civilization, should it ever come, will need no lawyers, for the reason that there will be no differences to settle. Barbers, on the other hand, owe their business to what is known as civilization, and so long as we prefer barbers to whiskers, the former will thrive at the expense of the latter. Meanwhile things are as they are, and we have lawyers. That many of them should want to join the L. A. W. is, perhaps, natural.

The L. A. W. BULLETIN does not object, but rather "hankers" for 'em. Hence, we say to our barber friend, take all the lawyers you can get, provided they are of the right class. Of course we refer to the class whose members have two dollars.

THE SECRETARY'S AND COMMITTEES REPORTS FOR 1897.

Secretary Bassett's report for 1897 shows an increase in League membership from 72,879 to 102,636. Of these, 100,990 subscribed for the L. A. W. BULLETIN. The gross income was \$165,042.08. Out of it, the State divisions received \$91,504.42.

From merchandise sold there has been a profit of about fifteen hundred dollars. On Oct. 25, 1897, the work of renumbering the members was begun, and it required seventy-five days work to change the numbers on all the cards of one of the indices.

Members will receive their new numbers as fast as they renew. There are still in the League twenty-one (over sixteen per cent.) of those who founded the organization at Newport in 1880.

The Highway Improvement Committee report that the good roads question has been brought prominently before the legislatures of seven States, at least, and with considerable success, and that the outlook is favorable for good results in 1898. They believe that "the efforts of the L. A. W. should properly be directed to creating popular sentiment for good roads, and for State-aid, rather than to expect to secure legislation," as nothing can be accomplished until sufficient public demand for it is created. Good Roads matter has been distributed to some 1200 newspapers; addresses have been made by members of the committee; prizes offered for bad road photographs, and a pamphlet is now in preparation, a million copies of which are to be distributed.

A number of questions have been brought before the Rights and Privileges Committee, some of them trivial and amusing, others of interest and importance. Considerable work and much time has been spent on the preliminary work of preparing "a short treatise or pamphlet upon the rights of wheelmen, the wheel as baggage, the duties of wheelmen in the use of their favorite vehicle, the law of the road, and other such kindred matters of particular interest to wheelmen, quoting from or citing briefly the latest cases." Its appearance will be awaited with interest.

The Fifty Dollar TRIBUNE...

The best wheel for the price in the world.

...AGENTS WANTED...

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

The Black Mfg. Co.
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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.

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ASHLAND PUMP & HAY TOOL WORKS.

The Best Lamp in the World "Solar"

for Bicycles and Carriages is the

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

THEY ARE THE

LAMPS TO BURN

ACETYLENE GAS.

CANNOT Jar or Blow OUT.

NO Dirt, Smoke, Danger, Grease.

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

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Kenosha, Wis.



... SEND FOR OUR CATALOGUE ...

Cutting Bicycles,
Prices \$45 and \$60.

ARE FITTED WITH THE

Willits Automatic Rear Hub Brake. IT'S THE BEST BRAKE.

HAY & WILLITS MFG. CO.
Indianapolis, Ind.

Fifty-nine cases came before the Membership Committee. One was referred to the president; one to the Rights and Privileges Committee; two to the Racing Board, and four were not within the jurisdiction of any committee. There were forty-seven protests made against admissions. Four protests were withdrawn; four applications also were withdrawn; eighteen protests were sustained, and twenty-one were dismissed. The large proportion dismissed is accounted for by attempts that were made to use the League as a means of venting personal spites.

The only work before the Rules and Regulations Committee has been to consider and act upon such amendments to the Constitution and By-laws as have been submitted to them.

During the year the Racing Board issued 2912 sanctions. At the height of the season eleven clerks, stenographers and typewriters were required to carry on the work. The average weekly bulletin issued "would have occupied two columns of any of the great metropolitan dailies," if published in full.

The system of sanctioning race meets the committee consider to be the foundation of discipline; a protection to the promotor, and a wise measure for fostering this class of recreation, and entertainment for the public. In 1897 over 8,000,000 spectators paid \$3,600,000 to attend 2912 meets, at which 17,316 races were given, participated in by good racing men, who received prizes to the value of \$1,645,020, leaving the promotors a margin on meets and incidentals of \$1,089,180. Cycle racing is so pop-

ular that capitalists have invested for the entertainment of the public. The chairman says that it is safe to predict that these vast investments will continue as long as the L. A. W. controls racing, and might eventually be withdrawn if the League should ever decide to abandon it. The control of the League, without direct pecuniary profit, invites public confidence to an extent that could not be accomplished in any other manner."

There are now over 3000 professional racing men, and it is recommended that they be required to register hereafter with the Board. The total receipts for the year were \$9,426.97, and expenditures \$7,594.39, leaving a balance on hand of \$1,832.58.

The methods of road-building and systems of repair commonly in use in this country are, as a rule, very much on the order of what is known as "shoddy."

Clean material, placed on a thoroughly drained, properly crowned and smooth bed, will give good results, especially if the travel over it uses wide tires.

DRUGGISTS, apothecaries and others interested in such matters are hereby informed that another essential oil has been found. It's the one used for lubricating bicycles.

Half-gear cases are being tried in England.

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



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

PROFIT BY EXPERIENCE

And carry only goods that sell, and give satisfaction. Avoid cheap imitations, and supply your customers with the genuine ALLERTON MICA CHAIN LUBRICANT. All jobbers. Samples free to dealers.

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



MOMENTUM HOME TRAINERS.

The sensation to the user being the same as pedaling a bicycle over a road. Can be adjusted for any condition of road or grade. Send for circular.
CREST MANUFACTURING CO., Dorchester, Mass.

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.

THE CALAMITY HOWLER.

The keepers in charge of the lunatic asylums of this country appear to be very lax in their duties. Occasionally they permit some irresponsible person to escape and the first thing the public knows the said irresponsible person appears in print with an article on "The Dangers and Evils of Bicycling." Here are extracts from a recent production of the class referred to:

While the bicycle craze is at its zenith seems an inopportune time to review the dangers and evils incident thereto, or offer adverse criticism from any standpoint lest the writer be designated "a fool" or "a crank."

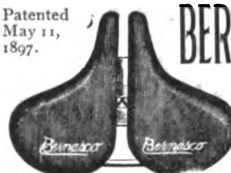
The writer who is bright enough to know that the bicycle "craze" is now "at its zenith" could n't possibly be called a crank. He is in a school all by himself. The treasurer of the Cyclists' Touring Club, of Great Britain, says, "I am of the opinion that cycling is just beginning." He will be surprised to learn it is at its zenith.

The writer quoted from above says,

The writer has received information from a reliable source that, by virtue of an "association" or "understanding" among bicycle riders, members of either sex may, with perfect propriety (?), without introduction or other formality, speak to and engage in conversation with anybody they may encounter astride the wheel.

All of which shows that he has n't been out of the asylum very long and that he never rode a bicycle

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.
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McALLISTER, Mfg. Optician, 49 Nassau St., N. Y.

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.

HAVE YOU FAITH...

PRICE, \$5.00

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

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

SA-YO Mint Jubes

Quickly relieve Coughs and Throat Irritations.

5 CENT PACKAGES.

On sale everywhere.



in any community of average respectability. If he has any friends—men or women—who ride the bicycle, they should try to have him cared for before someone takes what he says seriously and favors him with the treatment such ungentelemanly language deserves. Here's just one more extract from the article referred to, which filled seven pages of an alleged medical journal:

A word in regard to the tandem where used by a male and a female. The sight is immodest, to say the very least,—a tandem bicycle with a girl * * * bent forward in what may be called a scorch attitude, and right behind her a fellow in a jumping bullfrog position, together working their legs in unison.

Just think of it! And think of the "mind" that first thought of it and published it in a "journal." How much longer will such evil-minded creatures escape the fool-killer and the police? The bicycle is weary of them.

THE average salesman is subtle enough but the army follower who sold goods to the soldiers was sutler.

THE "rational" cycling costume promises to be somewhat in evidence again this year.

TAKE a "squint" at your cycle and see if it is going to be in good shape for riding when Spring comes.

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.



The Seat Ideal for the Ladies' Wheel.

A saddle that's a seat.
 Saddle sore no more.

THE WHEELER SADDLE CO., Detroit, Mich.



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.



..A '98.. PROPOSITION

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

MANSON CYCLE CO.

153-155 W. Jackson Street, Chicago.

\$1.00 BUYS THE

Burdick Cyclometer.

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

EDWARD MILLER & CO., Meriden, Ct.

New York Store, 28 W. Broadway.

Boston Store, 63 Pearl Street.



An Exception.

"The stream can rise no higher"
 They tell us, "than its source."
 And yet with those the fireman throws
 This won't hold true, of course.



UPSETTING HIS CALCULATIONS.

WHY DOES A BICYCLE STAND UP?

G. HERBERT FOLLOWS.

*Some Instructive Experiments with a Brick and a Pole—
 Why it is Impossible to Stand Still on a Bicycle.*

"Isn't it wonderful how a bicycle stands up! I can quite understand how the old-time tricycle managed it, but I can never see why a bicycle does n't fall over sideways. Isn't it very difficult to learn how to balance yourself?"

Observations of this kind—and we often hear them—prove that the subject of this article is of very general interest. Not long ago one of the lead-

"You must be tired of supporting that 'high roller,'" said the Blind to the Curtain Fixture. "Oh, shut up," growled the latter, "or I'll ask the Wind to take you off for keeping open all night."

"How time slips away," said the pickpocket as he stole the watch.

\$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.



LEAGUE TIRES

Get There and Get Back.
 25 PARK PLACE,
 NEW YORK.



To any point east of Missouri River.

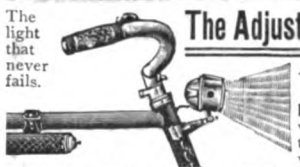
The latest and most handsome of all '98 models is the **Patee Crest**. Built of the best material throughout. Fauber one piece hanger; one piece taper gauge front fork; inch-and-a-quarter flush joints; 3-inch drop hanger. Best equipment in every particular. Sold direct to rider for \$35.00, delivered. Get our catalogue free by mail. If machine is not satisfactory when received, money refunded.

PATEE BICYCLE CO.

111 Main Street - - - Peoria, Ill.

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 lamps for gasworks, breweries and carriages.

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

ing scientific papers teemed with letters from all parts of the country, in which various learned gentlemen gave their views of the matter and explained, very much to their own satisfaction, "why a bicycle stands up." Now, without imagining for one moment that after we have said our little say here, the question will cease to be asked, it is at least hoped that a few will be added to those who are already able to answer the question correctly.

If the reader ever balanced a brick on the top of a pole, he soon discovered that it was only possible to do so when he kept the lower end of the pole constantly moving about. In Fig. 1 the pole is shown in such a position that the brick is falling away from the experimenter. Now, when the man sees the brick falling away from him, he instinctively moves his hand forward towards the dotted position, and then the brick tends to fall back towards him and he brings his hands back to its orig-

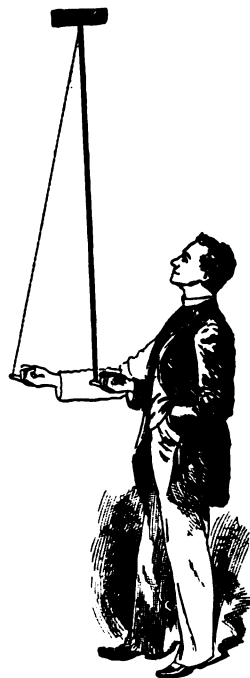


Fig. 1.

The Manufacturers of....



were the first to establish a standard price for high-grade wheels.

...RESULT...

Unapproached
Popularity



Unapproached
Sales

Send for Catalogue 98.

Western Wheel Works

CHICAGO.

NEW YORK.

inal position again. He soon finds that he has to keep his eyes on the brick and move his hand in the same direction as the brick moves.

Let us look at Fig. 2. Here we have the brick a carried on the top of a pole, which, for the sake of clearness and simplicity, we represent by a line. We say "for simplicity," because, if the pole is conceived merely as a line, it will have no weight, and the centre of gravity of the pole and brick together (and, of course, it is really the combination we are balancing) will then be identical with the centre of

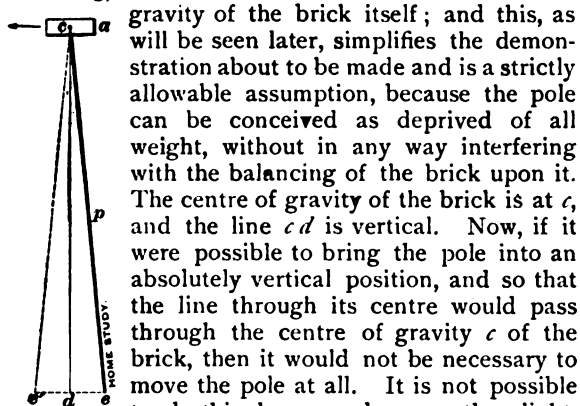


Fig. 2.

gravity of the brick itself; and this, as will be seen later, simplifies the demonstration about to be made and is a strictly allowable assumption, because the pole can be conceived as deprived of all weight, without in any way interfering with the balancing of the brick upon it. The centre of gravity of the brick is at c , and the line cd is vertical. Now, if it were possible to bring the pole into an absolutely vertical position, and so that the line through its centre would pass through the centre of gravity c of the brick, then it would not be necessary to move the pole at all. It is not possible to do this, however, because the slightest deviation in any direction — the millionth part of a hair's breadth deviation — or the movement, be it ever so slight, of the surrounding air will cause the brick to fall to one side.

Suppose the pole is at p ; then the brick falls in the direction of the arrow, and the end e of the pole must be moved towards d — not stopping when the pole is vertical, for the brick has got started and its impetus would carry it on if we stopped there, but moving it over until the brick stops falling in that direction and tends to fall back again, or in some other direction. Thus, it is necessary to move the lower extremity of the pole to and fro in every conceivable direction, and the more rapidly the movements are made the less will be the movement of the brick.

And now for the bicycle. It is by a process similar to the above that the bicycle rider keeps himself from falling. He impersonates the brick on top of the pole,

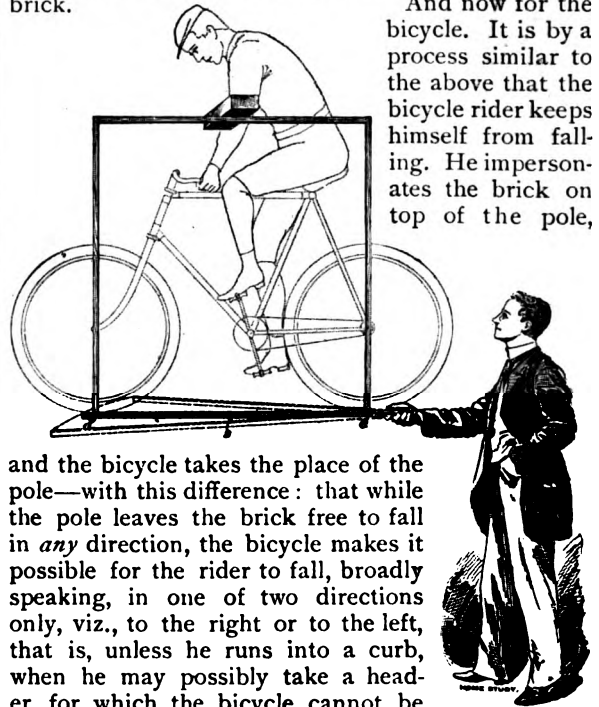


Fig. 3.

and the bicycle takes the place of the pole — with this difference: that while the pole leaves the brick free to fall in any direction, the bicycle makes it possible for the rider to fall, broadly speaking, in one of two directions only, viz., to the right or to the left, that is, unless he runs into a curb, when he may possibly take a header, for which the bicycle cannot be blamed. In other words, the rider is carried very much as the brick is in Fig. 3, which is balanced on the top of a two-legged frame resting on a horizontal stick s at points d and e . We have drawn in dotted lines the outline of a bicycle and rider, showing roughly how the latter impersonates the brick, and how the bicycle takes the place of the two-legged frame. In order to balance a brick upon this frame it is only necessary to move the stick from side to side, as indicated by the dotted lines, and if, while balancing the brick, the experimenter runs forward, it becomes easier and easier to balance the brick as he increases his speed, a very slight movement from side to side being all that is necessary.

[The foregoing is from an interesting and instructive article published in *Home Study Magazine*. The concluding paper will appear next week.—ED.]

ADVERTISING

Does not necessarily sell goods, but it makes it easier to sell them.

Quality, Price and Industry must supplement advertising; then the combination is a sure winner.

ROADS IN GERMANY AND FRANCE.

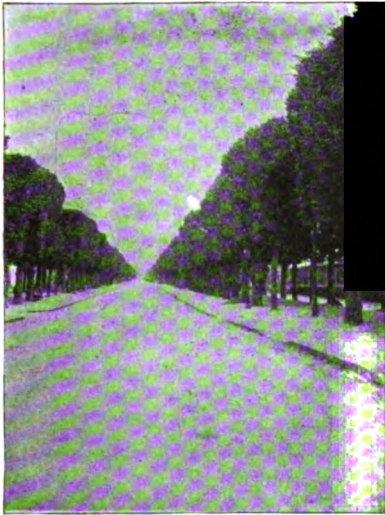
These views were taken by Albert Hucke, of Belleville, Ill., on a trip abroad last summer. They are not selected spots, but only chance shots, as he did not always carry his camera with him.



The first one shows a boulevard in Munich which is "paved with granite between the tracks, and about ten feet on each side. The balance is made up of broken stone covered with gravel." The second one is

the boulevard to Versailles from St. Cloud. The construction of these roads, which Mr. Hucke says he found "as

near perfect as they can be," was, as a rule, "about the same in all these countries. First, a layer of large broken stone is used about 12 inches in depth. This is covered with a layer of small stone, and that with gravel. There is enough slope to allow a good drainage. Every few hundred yards



a pile of gravel will be seen at the roadside, from which the section man gets his supply to fill in any bad places. As all vehicles are equipped with wide tires, the roads are not rutty."

So far from wishing to give votes to women, I would fain take them away from most men.—*Ruskin.*

MECHANICAL deductions are set at naught by matrimony. It requires as much to support a little bit of a wife as it does a good large one.

All governments are, to a certain extent, a treaty with the Devil.—*Jacobi.*

BY WAY OF CONTRAST.

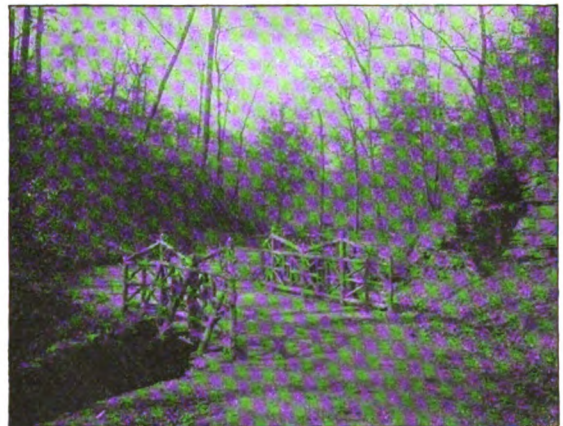
Wm. Burrows, in a letter from St. Paul, enclosing a photograph of a smooth, inviting highway, says, "I hear from my Boston friends that you have been enjoying a few days of fine weather, and a chance for Winter cycling after a stormy Fall season. There has been good cycling out here in Minnesota right along, and in proof of it I enclose a photo. of a 'County Road in Minnesota, on Jan. 9, 1898.'"



CYCLERS' SNAP SHOTS.—"WHO ARE YOU?"

Photograph by R. H. Sherrett, Paterson, N. J.

An ordinance to secure proper street sprinkling, provide for a dry strip near each curb, and to prevent material likely to injure tires from being thrown into the streets, is being advocated before the select and common councils of Lancaster, Pa.



CYCLERS' SNAP SHOTS.—FOOT BRIDGE, PANTHER HOLLOW, SCHENLEY PARK, PITTSBURGH, PA.

Photograph by F. P. Blackmore.

...THE ILLUSTRATED...

FOWLER WEEKLY

DEVOTED TO THE INTERESTS OF THE

TRUSS-FRAME FOWLER, THE "ONE-PROFIT" BICYCLE

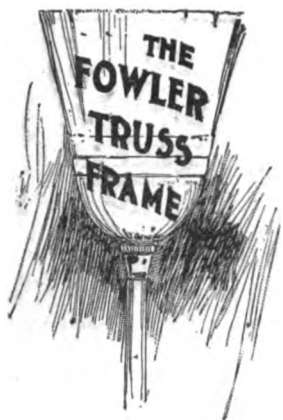
As made by . . . FRANK T. FOWLER, President of the FOWLER CYCLE WORKS, Incorporated . . . Chicago, U. S. A.

Volume 1.

Editor: UNCLE THOMAS.

Number 4.

Published Every Week by the Makers of
the "One-Profit" Bicycle.



A CLEAN SWEEP.

To the Riders...

If you will but have confidence in our statements you will get not only the equal of any wheel made, but also will save from 20 to 80 per cent. on its cost.

Fowler never did and never will bunco any one. He gives what he gets. Treat him square and you will never have occasion to complain in any way.

If the wheel you get of Fowler is not, in every particular, what has been represented he will quickly make things right—at once—or you get your money back.

Is that fair?

Will Fowler win?

Just watch him!

Please remember that our
POST TELEGRAPH scheme en-
ables you to
get repairs and replacements ear-
lier than by former methods in
ninety-nine cases out of a hundred.

THE REGULAR FOWLER.

Weight, 22½ lbs.

Frame. New Model Truss, highest quality, seamless tubing (no brazed tubing in Fowler), 1½-inch front frame, ¾-inch rear stays, D rear lower forks tapered ¾ inches to ¾ inches. 4 ¾-inch head on 22-inch frames. 2½-inch drop on all models except racer. Wheel base 43¾ inches.

Cread. 4¾ inches.

Front Forks. Fowler always did lead on Front Forks. The new one is another revelation,—beautiful, strong, superb.

Handle Bar. Our Patent Adjustable Internal Clamping Bar is a "new thing." It is the only adjustable that was ever used that did n't disfigure a bicycle. Can supply any desired shape or curve.

Wheels. 28 inches, 32 spokes front, 36 rear; best piano-wire, swaged spokes. Best brass nipples and saw-tooth rim washers, rims enameled dark mahogany, a beautiful effect. Plain rims if desired.

Hubs. Always believers in simplicity, we have it in our new hub. Shell turned from the solid bar. Cones and cups from Sanderson Tool Steel, with bearings so simple and new that you'll wonder why some one else did n't think of it before, it runs so smooth. Remember, our cups and cones are both actually ground. They are actually new and improved hubs.

Crank Hanger. Here's a vital point. There have been many poor, miserable excuses for Crank Hangers offered to the public since the day of the reliable "Cotter pin." Some four years ago a man named Fauber, running a little repair shop down town, one day hit on the idea of one-piece cranks. He felt his idea was right, and kept at it until today all honest bicycle makers admit that Fauber has the very best thing in Crank Hangers yet made. You've all heard of the "Fauber," with the pretty diamond-shaped cranks originated by Frank T. Fowler and the beautiful "star" sprocket. No one can deny that, all in all, the "Fauber" is best. We use it.

Sprockets. 8, 9, 10 Rear; 23, 25, 27 Front. If specially desired can supply one or two other sizes on front.

Chain. Who has n't heard of the perfect Baldwin adjustable and detachable chain? You know its sensible, practical worth. It costs more than others, but we give the best, the highest-priced, on the new Fowler.

Seat Post. "T" or "L" hollow. Direct post, used on Persons' universally adjustable saddle.

Pedals. Made specially for us—drop-forged pin and frame with Sanderson Tool Steel cups. Positively the very finest thing yet produced in pedals; new, novel, perfect.

Saddles. Here 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? Hardly! We do.

Tires. See this list! Palmer, Kangaroo, Dunlop, Goodrich, Morgan & Wright. You take your choice of the best.

Finish. "Fowler Brown" with one silver and two gold stripes (very neat) is the standard; something entirely new. The color (which is not loud) and striping are bound to make a hit. Sterling Green, and most any color except the very light shades—white, pink, sky-blue, etc.—at regular price (special colors \$1.50 extra). The nickel-plating is as good as can be done.

Workmanship. Just as good as U. S. Dollars will buy.

Can any one's money buy better than these specifications show the Fowler to be?

OUR BARGAIN CORNER

NOTE:—We shall offer here, each week, some special bargain in cycle accessories—cheap but all right.



Bargain No. 1.

Here is a Brown pattern padded saddle, made by a well-known concern who simply leave their name off it. Never before sold for less than \$2.50.

Our price, prepaid, only \$1.00.

THE ANGEL'S ROBE.

JOE LINCOLN.

ARK the city lay, and dreary,
 Like a beggar worn and weary,
 Huddled in a heap of blackness, blackness
 deep and dense and dire,
 While the buildings, gray and grimy,
 And the streets, all wet and slimy,
 Wore a soiled and sordid garment, Winter's coat of muck
 and mire.

Then the angels looked with pity
 On the damp and dirty city,
 Doffed their gleaming robes and cast them on the dismal
 scene below,
 Where the dingy town lay sleeping,
 Fast the fleecy whiteness heaping,
 Till the morning sunlight sparkled on a spotless world of
 snow.

So, when grief seems past the bearing,
 And the soul would sink, despairing,
 'Neath the black and bitter burden of the dismal, dead Today,
 Hope, from out the radiant Morrow,
 Casts her robe upon our sorrow,
 And our heavy hearts are lightened by the glory of the way.

EVOLUTION OF THE CYCLE.

VIII. The Velocipede Abroad.

1855-1869.

The adaptation of cranks to an old hobby-horse by Michaux in 1855 while, in itself, a great achievement, was not sufficient to revive the popularity of the old Draisine. Improvements were needed in its form and construction before it could appeal to the public taste, and these Michaux does not seem to have made.

Eight years later Lallement rode a front-driving tricycle from which he had removed one of the rear wheels, and centered the other, and then proceeded to build a velocipede having cranks and pedals on the front wheel. According to Saunier, Lallement knew nothing of Michaux's previous accomplishment, but worked entirely independently; though, if he was employed by Michaux in 1863, it is very probable that he heard at least rumors of what had been done in the shop eight years before. Perhaps he was led by them to repeat the attempt, and to improve on it.

However this may be, Lallement's machine, which was illustrated in Chapter VI., was the first practicable one, and was light and graceful compared with its predecessors. When its inventor rode it in public, it attracted much attention and met with popular approval. Shortly after, Lallement went to America and the field was open to Michaux, who began to manufacture the new velocipedes, for which a demand was already appearing. In 1867 he showed them at the Paris Exposition, and they there excited more interest and received general approval.

When Lallement returned to Paris this same year he found many velocipedes in use, and their popularity growing rapidly. He soon established himself as a manufacturer of them. The prevailing pattern was fitted with a forty-inch front and a thirty-six-inch rear wheel, and resembled in appearance the

American machine of 1869. Prices ran from forty to eighty dollars, though some of unusual beauty of finish and completeness of fittings are said to have cost \$150. These expensive machines had long steel springs carefully adjusted to the rider's weight, and so perfectly made that they absorbed vibration better than solid rubber tires. To break one was no light matter, as the cost was twenty-five dollars.

In a short time, every one who could afford it, from the Prince Imperial down, possessed a velocipede. At the Opera House, straps were fixed to the walls to hold the machines of those who rode thither, and over one hundred have been counted there at one time. Schools for instruction were established and fancy riding was cultivated. Velocipedists rode along the narrow stone parapet by the side of the Seine, and down the long steps of the Trocadero. They stood upon their saddles or rode side-saddle, and even rode hands-off or did the standing-still act. More practical uses were also found for the machines. Tours were undertaken, and parties made trips through the country, doing as much as thirty miles a day.

Racing also was tried. An event is described as having taken place in September, 1868, in which six Frenchmen and six Americans competed. The distance was "two laps;" the prize 1,000 francs, and the principal rules were that no rider should touch



WOMEN'S RACE, PARIS — 1868.

his feet to the ground, or "head to the rear" in the course of any frantic efforts he might have to make in order to preserve his equilibrium. It is a pity that we are not told the name of the American who preceded Zimmerman and Banker in defeating the French on their own tracks. Races for women are also alleged to have taken place.

The Franco-German war interrupted the development of the velocipede in France, and, though some improvements were made there, the advances of the next ten years were confined almost entirely to England.

The first use of a velocipede across the channel is recorded by Mecredy, who says that, in 1864, Dr. Meldon, of Dublin, "bought and rode one of these machines; and, a few months later, another Irishman, Mr. Townsend Trench, while staying in Paris, saw one of these machines, and went to M. Michaux's forge, and found that they had just been invented; and he purchased one of the first dozen made." An

Englishman, Maurice Phillips, lays claim to having made and ridden a crank-driven velocipede at this time, but his claim has not been substantiated.

From this time on a few machines were taken into England, and on Aug. 1, 1866, Edward Gilman filed provisional specifications for the first English velocipede patent. His machine was a rear driver of the Macmillan-Dalzell type, and he gave greater prominence to a three-wheeled form than to the two-wheeler. Nothing more was heard of either one.

The year 1867 probably saw built the first English velocipede. The honor is claimed for both T. Johnson and H. Clarke. Of the former, little definite is known, while the latter was a maker of wooden wheels, and had exported velocipede wheels to France.



BOULEVARD SCENE — 1869.

He also very early began to build bicycles and tricycles, and the house he founded is today the oldest one in the trade.

But until 1868 the velocipede was very little known in England. In that year, Charles Spencer, a gymnast, was so much impressed with what he saw in Paris that he procured a machine and brought it to his gymnasium in London in Jan. 1869. There it was unpacked, and ridden before an astounded audience by R. B. Turner, the Paris agent for the Coventry Sewing Machine Co. One of the spectators, M. J. Maynall, a mutual friend of Spencer and Turner, promptly learned to ride, and on Feb. 19, 1869, the three rode to Brighton, thus thoroughly establishing the reputation of the machine as a practicable vehicle and a rapid means of locomotion. The machines were then advertised and a number of concerns began to manufacture them.

Mr. Turner induced the Coventry Sewing Machine Co. to enter into it, and he undertook to dispose of some of their production in France. They thereupon re-organized as the Coventry Machinists Co., and were among the very first to begin to build the machines, at the close of 1868. In April, 1869, a patent was taken out by J. I. Stassen, and in it the word "bicycle" first appears. Great interest in the sport rapidly developed; much attention was given to improving the machines and changes soon began to follow each other rapidly.

Cause and Effect.

They say if you feed one tramp a score
Will straightway hasten to your door.
But my landlady fed one of them once,
And no more came 'round that way for months.

LOW HANDLE-BARS BARRED.

The district commissioners of Washington, D. C., have caused the following police regulation to be put into force:

"No cycle shall be ridden upon the streets within the city limits with the lower end of the handle-bar on a plane lower than four inches below top of saddle at its centre, and the rider shall at all times keep his head in such a position as to command a view of not less than 200 feet ahead."

A Washington court has held that the police authority invested in the commissioners was sufficient to justify them in taking all precautions they considered necessary for the protection of bicycle riders and pedestrians, and hereafter all person violating the regulations will be severely punished. In the test case that was brought to determine the legality of these regulations the testimony of expert wheelmen as well as that of physicians was taken. Several of the witnesses were both wheelmen and physicians. It was their unanimous judgment that low handles caused a contraction of the chest and crowded the internal organs out of their normal position, to the serious detriment of the rider; also that the vision of a man riding with his head down was limited to eighteen and twenty feet in advance of his wheel, and that distance was not sufficient to enable him to avoid obstacles in his road or ride safely at any speed. Dr. W. W. Alger, chairman of the committee of regulations of the League of American Wheelmen, testified that he had drafted the regulation in question.

In writing of the proposed Junior League the principal of a New York school writes: "We have forty students in our High School who own wheels. Many of them are anxious to join the Junior L. A. W. as soon as it is possible. Not one of them, however, could now and few ever would be able to join under the proposed amendment. A Junior branch will be a good thing for the League, and we want it. If it is thought unwise to give to Juniors the privileges now enjoyed by members, give them fewer privileges but let whatever privileges are given them be *theirs* to use for *themselves*."

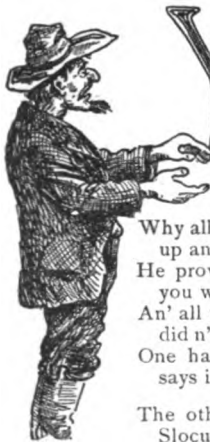
The address of the League member who offers to furnish the \$20,000 to build a cycle path from New York to San Francisco if its builder will furnish an approved bond in the sum of \$250,000, for the faithful performance of the contract, is wanted by the projector of the plan.

If you're near a junk shop it is luckier to find a horseshoe than it is to find a four-leaved clover.

He enjoys much who is thankful for little.—*Secker*.

BILL JONES' PHILOSOPHY.

NIXON WATERMAN.



YOU 'VE all heard tell o' Jones, I s'pose?—Bill Jones?—well ennyway, by jing! Now there's a man'll quit his meals to argify 'bout ennything. It's joy fer him ter git some fact, concernin' which they ain't a doubt

In ennybody's mind, an' nen jes' turn the hull thing inside out.

Why all the wise men of the past, Bill takes 'em up an', one by one,

He proves they was n't enny good, an' shows you what they might a-done.

An' all the great philosophers an' all the sages did n't know

One half the facts 'at Bill kin tell, ef what he says is so is so.

The other afternoon when Bill was down at Slocum's grocery store,

Where he's most allers sure to be with 'bout a half a dozen more,

An' Bill was tellin' how ef he was king the earth would be as nice

An' kind an' lovin' like an' sweet ez what it is in Paradise,—Bill's wife slipped in, an' said, "Bill Jones, you know you orter be at work,

You keep me slavin' day an' night while you jes' loaf, you lazy shirk!

Yer' round fer meals three times a day but never earn a single cent!

You trot yerself right home," said she, "an' cut some wood!"

An' Bill he went.

THE PRIZE WINNERS.

John A. S. Heath, of Philadelphia, the winner of the first prize in the L. A. W. BULLETIN Competition,



JOHN A. S. HEATH.

(a Henry F. Miller piano), is, as the result of the competition shows, a most earnest worker in the interest of the League. Mr. Heath has been a member for seven years, and during the past three years has been one of the most active members in the Pennsylvania Division, having secured over three thousand new members as well as hundreds of renewals, to

which latter he devotes considerable time. Mr. Heath confesses that nothing delights him more than running against "kickers,"—those who think they have a grievance against the League, or who think they are not getting enough for their dollar.

And from the number of renewals standing to Mr. Heath's credit we are led to believe that his arguments with these same "kickers" must be most convincing.

J. Samuel Stephenson, of Philadelphia, a member of the firm of Chas. J. Webb & Co., was the winner



J. SAMUEL STEPHENSON.

of the second prize,—a McPhail Piano. The fact that Mr. Stephenson has been a League member only one year, and in that time has brought in over seventeen hundred new members speaks volumes for the earnestness and enthusiasm with which he has worked for the L. A. W. Mr. Stephenson is of the opinion that the legal protection offered to members by the Di-

vision is the most potent argument that can be used in recruiting, and to it he attributes a large part of his success.

Have You Ever Noticed it?

"One swallow does not make a summer,"

But it is clear to all

If we drink enough of the dad-binged stuff

It is sure to bring a fall.

"I WILL cure you if you will be patient," says the doctor.

THE French Touring Club offers to supply dark-room lamps to hotel-keepers who are willing to supply dark rooms for the accommodation of photographic cyclists.

The toll-roads, we find, are a poor way to go,
For the gate-keepers, often, have tolled us so.

It is suggested by No. 172,348 that the use of tile instead of stone and plank bridges would help the roads to some extent, and that proper drainage and grading, and some stone laid annually, would soon improve their condition.

An Ohio Division League member says, "If my Massachusetts brother is right when he asserts that the door is a step-farther to the door-mat and the mat itself a steps-on, I rise to remark that I have a quartette of sons who are step-dotters and floor-dotters, too, for that matter."



DEFECTS IN ESSEX CO., N. J., ROADS.

In some sections of the country where many miles of macadam roads have been constructed at great expense, certain fundamental errors in construction and maintenance have crept in—the roads have been laid too hastily, without proper rolling, and quantities of clay have been used for “binding” material; when completed, they are neglected and allowed to get into bad condition on account of receiving no regular attention, and the absence of any definite repair system; they are not kept clean in Winter, or moist in Summer and, when a dry spell loosens the surface, earth is spread over it for “protection.”

It would seem to be obvious that ten thousand dollars a mile for macadam roads that are not constructed in the best possible manner, and not afterwards maintained properly, is an expensive luxury. Yet this is what residents of Essex county, N. J., say is true of the roads there.

The earlier macadam in the county was laid with great care; each layer carefully rolled with steam rollers, and only stone screenings used on the surface. These were the most durable roads ever laid in the county. Later ones have, in many cases, received but insufficient rolling, with light horse rollers; an inch or two of earth or clay has been spread on, and then a thin layer of stone dust or fine screenings. This gives a smooth surface for a short time, but is not firm or durable. It wears into ruts; the clay and screenings make inches of mud on the surface with every rain; the road is rarely cleaned, and then only when dry, for fear of removing the protecting mud, and repairs are never thought of, unless big holes appear, until the whole street becomes bad enough to require resurfacing.

The construction of these roads has been largely left to contractors, and no system of maintaining them has been employed. Few persons familiar with road building have been connected with them, and the results obtained have been far inferior to what the outlay has justified expecting.

The only way by which a macadam roadway can be kept firm and compact, and preserved through Summer heat, is to moisten it regularly. If macadam is worth paying for, it is worth caring for. But this is done only in spots, where private parties

bear the expense, and, instead of keeping the roads always good and firm, it is customary to wait until the sun has disrupted the surface, and then to spread on a quantity of earth, stones and sod to “protect” it.

In a section of country famous for its wealth, progressiveness and advantages, it would seem that to call attention to such defects would be enough to bring about prompt improvement in methods.

BEAUTY OF THE KENTUCKY PIKE.

Nothing could well be more charming than the Kentucky pikes, as described by *Bicycling World*. “The roadbeds are raised about two feet from the earth, and the surface is made smooth. Violets and clover make their homes near the wagon tracks and, when in blossom, the ways are attractive indeed. Blue grass grows to the right and to the left, while billowy fields of grain make the landscapes indescribably beautiful. Painted houses with cupolas are scattered here and there. The aroma of bourbon, mingled with the fragrant fields of mint, fills the lungs of the traveler, and gives him a feeling of ecstasy. Winding brooks, with their crystal waters babbling over cragged rock, make music which delights the ear. The sky is blue to the eye, the sun is soft to the skin, and songs from the yellow throats of the thrush and mocking bird thrill the soul.”

SYSTEM IN ROAD MAINTENANCE.

No one has ever supposed that railroad corporations spend money for the mere sake of spending it, or adopt expensive methods when cheaper ones are better. It must be, then, that there is some pretty substantial reason for dividing their roadbeds into sections, and keeping men constantly employed on each in caring for them. Precisely the same principle applies to ordinary highways; the only way that they can be efficiently maintained is by establishing a similar system, and the more expensive they are to construct, the greater the saving that will thereby be made, and increased efficiency secured.

ROAD CONVENTION FOR ALABAMA.

The mayor of Anniston, Ala., has joined the probate judge and the president of the Anniston Commercial Club in calling a Good Roads Convention to meet in their city on Feb. 16. Delegates are expected from all parts of the State, and the Louisville and Nashville and the Mobile and Birmingham railways have offered free transportation to delegates. In their call they say:

“Good Roads make a good country to live in. Good citizens do not, as a rule, emigrate from countries that have good roads. Good roads attract good people, and keep at home old settlers and the boys.”

Can the advocates of better highways be properly called highwaymen?

TO WORK VIRGINIA'S CONVICTS ON THE ROADS.

The bill to be introduced in the Virginia Legislature, for the employment of convicts on the roads of the State, provides that all able-bodied male prisoners, sentenced to jail or penitentiary for more than ninety days, shall be subject to work on the roads. Those sentenced to county jails shall work upon the roads of such counties, unless there is no immediate need of them, in which case they may be hired to other counties, but only for road work.

The convicts not required for services in the penitentiary are to be distributed among the counties, on application, and none are to be hired out for any purpose but road work. Not less than five, nor more than twenty-five, are to be assigned to any one county, every assignment to be made for a year, unless shorter time is requested, and then for not less than ninety days. If the number of convicts is not sufficient to fill the applications, they are to be supplied ratably.

Convicts, in respect to their work, are to be under the control of the county authorities in which they work; but, as prisoners, they are to "remain in the custody of the State authorities as if they remained in the penitentiary," and transportation expenses, guarding, feeding, clothing and medical attendance are to be paid by the State, the counties to provide suitable shelter.

Each county is to adopt and put in operation a scheme or plan for working its roads by such prisoners in its jail as are available, together with those which may be secured from the State, and "every county shall annually levy a road tax of not less than fifteen cents, nor more than thirty cents, on every one hundred dollars of the value of the property, real and personal, assessed for taxes in the county, the proceeds to be applied to road improvement in said county."

BELIEVES IN GOVERNMENT AID.

"Unless the general government takes hold and helps the League, we, old fellows, will never live to see much improvement in the roads of this country," writes N. V. T.

"In the past ten years Congress has appropriated an average of twenty million dollars a year for river and harbor improvements; this year the bill carries fifty-three millions. This nation has no merchant marine worth speaking of, so that vast amount of the people's money is being expended chiefly for the benefit of foreign countries, to accommodate their shipping. How many of the 70,000,000 people of this country see or feel any benefit from that expenditure for rivers and harbors?"

"What a chance for gigantic swindle there is in digging a hole in the bottom of a river or harbor, that no one sees, or cares anything about? But take away that appropriation from river and harbor for just one year and put the twenty or thirty millions into building one good road anywhere in this

beautiful country, and we would all know about it and millions of Americans—not foreigners—would enjoy it. If we lived a hundred miles distant, the bicycle could reach it in one day. The improvement would be in sight, and woe to the contractor that cheated Uncle Sam out of ten or fifteen millions of the money appropriated, as many believe is being done now in connection with river and harbor appropriations without a single voice being raised against the swindle.

"When will the wheelmen wake up to the fact that they have a vote, and if they have a vote, why don't they elect representatives to Congress that will make it warm for those river and harbor grabbers, and have the people's money expended where the farmer and wheelmen can derive some benefits from it, instead of being expended for the benefit of old England's ships, and a few rich merchants?"

GOOD ROADS EASY TO SECURE.

A Pennsylvania paper says that a competent engineer and contractor offers to give bonds to grid-iron Lancaster county with first-class macadam roads within five years, so that there won't be a farmer who will live over a mile-and-a-half from one of these roads on any side of him, and three-fourths will live immediately on them, provided a four mill tax per annum on the county's valuation (outside of Lancaster and Columbia) be paid him for ten years. This looks like an easy way to get good roads. The county is about 28 by 30 miles, so it would require nearly 500 miles of road to cross it in both ways, every three miles. But the contractor allows for building 600 miles, as follows.

EXPENDITURES.

300 miles, 15 ft. wide at \$3,000	\$ 900,000
300 " " " " 2,000	600,000
Interest on annual expenditures	250,000
Repairs for 5 years	100,000
	<hr/>
	\$1,850,000

RECEIPTS.

Tax 4 mills, annually for 10 years on valuation, \$66,616,841	\$2,664,670
Interest on annual receipts	598,537
	<hr/>
	\$3,263,207
Deduct expenditures	1,850,000
	<hr/>
Net profit	\$1,413,207

And this on a tax of only four dollars on each thousand of valuation.

An act to regulate street sprinkling is to be introduced into the Ohio Legislature. One clause provides that "in no case shall one side of any street or avenue be sprinkled until the other side is dry," and other sections provide for the cleaning and care of streets and planting of shade trees.

Lack of social life and restricted means of communication drive the young men from the farms into the cities. Good roads would gradually change all that.

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 KIRKKEK,
148 Ellison St., Paterson, N. J.
Treasurer, JOHN W. CLENDENING,
269 14th St., Portland, Oregon.
Secretary, ABBOT BASSETT,
Russia Bldg., 530 Atlantic Ave., cor. Congress St.

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. 5.

Including renewals from Jan. 31st, 1898, to Feb. 4th, inclusive.

Alabama	New Jersey	29
Arizona	New Mexico	
Arkansas	New York	92
Colorado	2 North California	4
Connecticut	11 North Carolina	1
Delaware	North Dakota	
District Columbia	4 Ohio	17
Florida	3 Oklahoma	
Georgia	1 Oregon	1
Idaho	Pennsylvania	46
Illinois	5 Rhode Island	4
Indiana	16 South California	2
Iowa	2 South Carolina	3
Kansas	2 South Dakota	3
Kentucky	2 Tennessee	
Louisiana	Texas	1
Maine	4 Utah	
Maryland	18 Vermont	1
Massachusetts	14 Virginia	2
Michigan	13 Washington	
Minnesota	4 West Virginia	
Mississippi	Wisconsin	4
Missouri	2 Wyoming	
Montana	2 Canada	
Nebraska	Foreign	1
Nevada	Mexico	
New Hampshire	5 Indian Territory	321

MARYLAND DIVISION.

Members of the Maryland Division.—Attention is again called to the great importance of active work for the road bills now before the Legislature. We have only a month left in which to get to work. Sharp work is needed, and it is expected that every member of the Division will take sufficient interest in this all important matter to use their personal efforts to pass these bills. Let me hear what you are doing. The local consuls are especially urged to report to me what they have done in reference to organization and work on the road bills.

Fraternally,
CONWAY W. SAMS, Chief Consul
Md. Div., L. A. W.

MARYLAND DIVISION.

MEMBERS.

The Good Roads Bills have been introduced in the Maryland Senate and the Liberty Bill in the House. State Senator Stevenson A. Williams, of Harford County, has introduced the road bills and Delegate Oscar Quinlan the Liberty Bill in the House. Now is the time for work on these bills. If every League member will take the trouble to write to the members of the Legislature from his county or ward these bills will become laws. If you will not help in this way, do not complain if you keep sticking in the mud. Make things hum and let the Legislature know that you are alive. Get after them in a lively way.

LOCAL CONSULS.

What are you doing about the road bills? I would like to have a report from you in reference to what you have done towards helping to pass the good roads bills. Have you written to the members of the Legislature from your county or ward? Have you asked other persons to do likewise? If you have not, then, why not? Let me hear from you. Get to work and pull out of the mud.

Fraternally yours,
CONWAY W. SAMS, Chief Consul.

OHIO DIVISION.

CONSUL LIST NO. 4.

Alliance,	Dr. P. W. Welker
Amboy,	F. F. Ransom
Amelia,	Dr. E. M. Brown
Amaden,	R. T. Sour
Ashland,	N. H. Curtis
Athens, S. Side,	G. A. Batterson
Athens, N. Side,	Carl Stickney
Batavia,	D. K. McDonald
Bond Hill,	Percy W. Pummill
Canton,	Primus Phillippi
Carthage,	Leon H. Hayes
Deakler,	Bert Gribble
Dillonvale,	Corwin A. Young
Fremont,	Chas. H. Miles
Girard,	F. R. Goodrich
Hamilton,	Wm. J. Ehrnschwender
Harrison,	R. G. Frederick
Hyde Park,	E. E. Schneider
Ivorydale,	Wm. B. Chenoweth
Jamestown,	F. C. Wickersham
Jeffersonville,	H. L. McKillip
Lee,	Chas. B. Bowers
Lockland,	Jas. K. Stewart
Loveland,	J. R. Anderson
Louisville,	Joe Wertemberger
McArthur,	Dr. A. W. Paffenbarger
Madisonville,	G. A. Mann, Jr.
Massillon,	Chas. M. Atwater
Maumee,	F. P. Brantthaver
Middletown, 1st Dist.,	W. O. Barnitz
Middletown, 2d Dist.,	Chas. W. Kerr
Minerva,	Orien Roller
Moscow,	A. F. Kayser
Mt. Gilead,	A. J. Jago
New Berlin,	Geo. A. Kolp
New Richmond,	Jas. D. A. Lindsey
New Vienna,	W. M. Ingold
Norwalk,	Fred. B. Cole
Owensville,	Dr. T. A. Mitchell
Ripley,	A. W. Francis
St. Bernard,	John M. Schmid
Sandusky,	Miss Lucy V. Donohue
Sardinia,	F. L. C. Weisbrodt
Shelby,	O. F. Landis
Sylvania,	W. E. Chapple
Tiffin,	H. Edward Stiger
Wakeman,	H. M. Brenensul
Washington, C. H.,	Rell G. Allen
Waterville,	F. C. Dodd
Whitehouse,	P. C. Merritt
Yellow Springs,	C. C. Stephenson
	W. C. MUNRO, Sec.-Treas.

CINCINNATI, Jan. 24, 1898.

OHIO DIVISION.

Learning to ride. Did you learn at the first attempt? Were you discouraged at your failure? Certainly not. You kept on till you mastered the wheel. Have you been as persistent in gathering in recruits for the L. A. W.? Why not? The cause is just, the field is large, and the need is great. (Can't you get some of the 771 backsliders to return to the fold?)

WILLIAM D. KEMPTON, Chief Consul.

Feb. 4, 1898.

MICHIGAN DIVISION.

WHO WANTS ONE?

To the Members of the Michigan Division.—We have gotten out a neat hanger containing an application blank, and some general and special information concerning the L. A. W., with a view of increasing our membership, and we want to place these wherever we can; but in order that they shall not be wasted, we have decided to send them to those who will make a request for one. Can you hang one up in your office or factory? If so, drop me a postal and the return mail will bring you one.

Fraternally,
EDWARD N. HINES, Chief Consul.

RENEWAL BLANK.

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

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

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

Name.....

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

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

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

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

Application for Membership in the L. A. W.

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

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

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

Name.....

Street or Box.....

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

Cycle Club.....

Write references on margin below.

OHIO DIVISION.

Why Stand ye idly by as our membership grows smaller and smaller? Have you no pride in our great State? Are you content to see her get farther and farther away from fifth place? Does this appeal fall on dull ears? WILLIAM D. KEMPTON, Chief Consul.
JAN. 28, 1898.

PENNSYLVANIA DIVISION.

A special meeting of the Board of Officers of the Pennsylvania Division of the L. A. W., was held in Philadelphia on the evening of Tuesday, Jan. 18, 1898, there being personally present 72 members of the Board. The meeting was called in deference to the following request being made by 39 members of the Division in accordance with the By-Laws:

"Mr. S. A. Boyle, Chief Consul: I, the undersigned, a member of the Board of Officers of the Pennsylvania Division, L. A. W., respectfully ask that you will call a meeting on the evening of Tuesday, Jan. 18, 1898, to consider the resolution regarding the election of National officers passed at our meeting on Dec. 4, 1897, as well as other matters kindred thereto." Proxies representing 28 members of the Board were presented by members, and instructions asked by the secretary concerning the same. Upon motion of Mr. Tucker, it was decided that in "order that the representatives shall have as full a voice on the subject of this meeting as is possible, the meeting receive proxies properly executed in the form sent out by the secretary-treasurer."

The following resolution was presented by F. X. Quinn:

Whereas, at a previous meeting of this Board, a resolution was passed which read as follows:

"Resolved, that it is the sense of the Board of Officers of the Pennsylvania Division that one of its officers should be a candidate for an office in the National organization, commensurate with the dignity of the Pennsylvania Division, and Messrs. Boyle, Collins and Gideon having declined to accept such a position,

Resolved, that this Board recommend Mr. T. J. Keenan, Jr., for such office."

And whereas, many members of this Board were under the impression that the head of the proposed ticket was to be Sterling Elliott of Boston,

And whereas, our committee acting in accordance with the letter of the resolution and in the utmost good faith, has made an alliance which was not anticipated by this Board, and which proves not to be in accord with the sentiments of our general membership,

And whereas, while we reaffirm our allegiance to Mr. Thomas J. Keenan, Jr., and consider him worthy of any office within the gift of the organization, we do not believe that the best interests of the League of American Wheelmen would be served by the re-election of Isaac B. Potter to its presidency,

And whereas, charged conditions make it possible for us now to nominate Mr. George D. Gideon of this State for the presidency of the L. A. W.,

Be it resolved, that the resolution passed by this Board, Dec. 4, 1897, as stated above be reconsidered, and that this Board does hereby nominate the said George D. Gideon for the presidency of the L. A. W., and requests its delegates to the National Assembly of that organization to do all in their power for his election."

Mr. Tucker spoke at length in support of this resolution.

Mr. Knapp presented a motion, asking for a report from the committee appointed by delegates at the meeting on Dec. 4, 1897, with instructions to carry out resolutions then adopted. The point of order was raised by Mr. Beardsley, that the committee having been appointed by the National delegates, the report was not in order at the meeting of the Board of Officers.

As a source of information, however, a motion asking for the report was unanimously carried.

In submitting the report, the resolution adopted on December 4 by the National delegates under which the committee acted, was read as follows: "Resolved, that Messrs. Boyle and Collins be instructed to pledge the vote of this State delegation at today's meeting of the Board of Officers, with the stipulation that said ticket shall contain the name of Mr. T. J. Keenan, Jr." It was stated that acting under the instructions thus given, the committee had seen Messrs. Elliott of Boston and Potter of New York, and after both Mr. Elliott and Mr. George D. Gideon of Philadelphia had refused to become candidates for the presidency, the end desired by the resolution had been accomplished by pledging the vote of the delegates to a ticket to contain the name of Mr. Potter as president, and Mr. Keenan as first vice-president, no pledge being made as to any other candidates for offices. It was asked that having accomplished that result, which by action of the delegates they were under instructions to secure, the committee be discharged, that the matter might be "in the hands of the Board and subject to their action without embarrassment."

On motion the report was accepted. Upon motion of Mr. Perkins, the resolution offered by Mr. Quinn was laid on the table.

Addresses on the resolution were made by Mr. Perkins and Mr. Hare.

Mr. Beardsley made a motion that Messrs. Gideon and Keenan respectively state whether they were or were not candidates for the offices with which their names had been connected. Mr. Gideon stated that he was willing to be a candidate "if the Division desires me to become such." Mr. Keenan answered at length, stating that his name had been placed in nomination by the action of the Board, outlining his position in the matter, and saying that he did not feel that he could "with honor to the Division now withdraw from that candidacy."

A resolution signed by 18 representatives "representing a majority of the State Board of Officers from

western Pennsylvania," endorsing the candidacy of Mr. Keenan upon a ticket on which Mr. Potter of New York was a candidate for the presidency, was presented and read by the secretary.

A telegram of similar import embodying a resolution passed by the Keystone Bicycle Club of Pittsburg was also presented and read.

Other addresses on the subject were made by Messrs. Tucker, Perkins, Hare, Swartz, Randall, Crout, Estoclet and Allen.

The chief consul stated that both Mr. Potter and Mr. Elliott were within call, and that, if desired by the meeting, were willing to be present. Upon motion, a committee composed of Messrs. Tucker, Perkins and Beardsley were requested to invite those gentlemen to be present, and to address the meeting within a period of time not over ten minutes each. Both of the gentlemen spoke of the general situation, Mr. Potter's time being extended by unanimous action.

Other remarks on the question were made by Messrs. Quinn, Uhler, Weed, Lokes, Worrell, Harrop, Neill, Knapp, Obreiter, McCreight, Willson, Wightman and Dimon.

Mr. Beardsley presented a motion stating as the sense of the Board, that the "action of the committee appointed by the National delegates be affirmed," and that vote of Pennsylvania delegates should be cast for a ticket containing the name of Mr. Potter for president and Mr. Keenan for vice-president, which motion was passed by a vote of 64 yeas to 36 nays.

Mr. Gideon presented a resolution asking that "the vote be made unanimous so far as Mr. Keenan is concerned," which motion was unanimously passed.

On motion adjourned.

P. S. COLLINS, Sec.-Treas.

NEW YORK STATE DIVISION.

I hereby appoint the following standing committees for the ensuing year for the New York State Division, L. A. W.:

Rights and Privileges.—George E. Miner, chairman, Potter bldg., New York, N. Y.; Michael Furst, 16 Court st., Brooklyn; Charles B. Benson, Hudson; Hon. Wm. W. Armstrong, 815 Powers Block, Rochester; Percy S. Lansdowne, 505 Morgan bldg., Buffalo.

Rules and Regulations.—Wm. H. Baker, chairman, D. S. Morgan bldg., Buffalo; George C. Pennell, 70 Beekman st., New York; W. E. Underhill, Schenectady.

Transportation.—H. B. Fullerton, chairman, 842 President st., Brooklyn. Additions will be made to this committee and announced later.

Road Book Committee.—Walter M. Meserole, chairman, 189 Montague st., Brooklyn; Julius J. Ehrlich, 668 Ellicott st., Buffalo; Oscar H. Hauenstein, 309 Elmwood ave., Buffalo; A. G. Sherry, care Squire Sherry & Galusha, Troy; Howard Watson, 371 Broadway, Albany; Peter Schumacher, Jr., City Hall, Albany; William M. Rebasz, Jr., City Hall, Rochester; E. E. Kattell, Binghamton Oil Refg. Co., Binghamton; F. M. Adams, 203 Front st., Binghamton; Clark W. Brown, 516 Irving st., Syracuse; W. I. Ferry, Wheeler Block, Auburn; Chas. A. Ellas, Bath; Steuben Co., Roy J. Conyne, Canandaigua; F. H. Warner, 58 W. State st., Ithaca; Fred Bright, 117 Sly st., Elmira; W. H. Parsons, 2 Paddock Arcade, Watertown; Norman Wright, 22 Garfield pl., Poughkeepsie; N. R. McIlwaine, Plattsburgh.

Hotel Committee.—Robert L. Stillson, chairman, Centre and Pearl sts., New York. Additions will be made from time to time as necessity requires.

Racing Board.—Alonza D. Wait, chairman, Cohoes; Walt W. Wilson, 325 Main st., Buffalo; John Barnett, 157 Garfield pl., Brooklyn; Chas. E. Huck, care Syracuse Evening News, Syracuse.

Long Island Sign-Board Committee.—Edward H. Walker, 19 S. Oxford st., Brooklyn; Richard W. Jones, 36 Van Sicken ave., Brooklyn; H. M. Valentine, 86 Nassau st., New York; Wm. T. Winttingham, 168 Hicks st., Brooklyn; Wm. Arnold, 125 Lincoln pl., Brooklyn; Huyler Ellison, Freeport; L. P. Coleman, 216 Carleton ave., Brooklyn.

Committee on Improvement of Highways.—The members of this committee for the ensuing year will be announced at a later date. In the meantime the committee of 1897 will continue to act.

WALTER S. JENKINS, Chief Consul.

BUFFALO, N. Y., Jan. 27, 1898.

IOWA DIVISION.

APPOINTMENT OF LOCAL CONSULS.

List No. 3.

Atlantic; H. W. Sperling, Avoca, A. F. Anderson, Burlington, W. A. Borton, Cedar Rapids, A. V. Vondracek, T. Will Runkle, Charles City, J. Weston Treat, Clarence, Charles A. Seaton, Clinton, Lorenz T. Martensen, Davenport, Webster L. Mason, Durant, H. M. Schumacher, Fontanelle, R. R. Tuttle, Germania, Thomas S. Waud, Iowa City, R. P. Howell, Jefferson, W. W. Anderson, Keokuk, Edward F. Carter, Keosauqua, J. W. Dunlap, Muscatine, W. R. Parkins, New Liberty, Henry Hell, Oskaloosa, A. E. Bass, Ottumwa, Frank B. Thrall, John Leonard, Webster City, V. C. Crossley, West Gate, C. B. Gowen.

A. C. MILLER, Chief Consul.

DES MOINES, IA., Feb. 2, 1898.

MICHIGAN DIVISION.

To the Members of the Michigan Division:

The Hibbard House, of Jackson, Mich., by mutual consent, is no longer an L. A. W. hotel.

EDWARD N. HINES, Chief Consul.

LOCAL CONSUL LIST NO. 1.

The following have been appointed local consuls in their respective localities for the year 1898. If you have no local consul in your town I would be pleased to receive suggestions as to whom would make a desirable consul. Our prospects are very bright for the coming year, and we should, at least, double our membership. We are now represented in 194 towns in the State, and but 20 members apiece would more than double our membership. This could be very easily accomplished by a little endeavor on the part of the consuls and other members, and would place us in a position to make a successful fight on the good roads question. We intend going before the State Legislature next Winter with a good roads bill, guide-board law and other legislation, and then, together with the fact that we are furnishing many individual benefits and are securing more, should easily draw to our standard the average bicycle rider of this State, many of whom are just waiting to be asked. Take a membership blank, study it over, and then bring the matter to the attention of some friend of yours who rides a wheel, and see how easily his application will be secured. Last year one member in this State secured 546 members in the BULLETIN prize contest, and you should have no trouble in securing one. All it requires is a few moments' time on your part. The question is, will you give it?

Chas. L. Wood, Athens; S. D. Powd, Allegan; H. D. Bowman, Almont; E. W. Staebler, Don S. Stevens, Ann Arbor; John Havens, Alpena; Oscar A. Brehler, Armada; W. A. Wood, Augusta; R. Burton Harrison, Bad Axe; L. L. Poak, Battle Creek; J. H. Fennner, Bay City; T. Frank Ireland, Belding; C. E. Waltersdorf, Bellevue; H. E. Belding, Benton Harbor; H. Kuple, Bronson; Geo. H. Richards, Buchanan; E. J. Haynes, Cadillac; J. H. Beckton, Caro; A. A. Hitchcock, Cass City; E. T. McGrath, Charlotte; Vet S. Monoley, Cheboygan; O. M. Sutherland, Clare; Geo. Matzen, Crosswell; Thos. Wills, Jr., Galumet; Chas. B. Walter, Cassopolis; Geo. W. Frees, Clinton; V. L. Nettleton, Coldwater; W. L. Hedges, 1245 Canton ave., R. W. Bell, 14 Moffat Block, Chas. R. Hamilton, 71 Charlotte ave., W. E. Sewell, 13 Congress st., Jas. Cranshaw, Jr., 23d and Howards sts., H. S. Earle, 705 4th ave., Wm. Ausman, 53 Adams ave., Henry E. Perry, 243 Sheridan ave., Detroit; Arthur Lowe, Calvert Litho. Co.; E. J. Scott, Michigan Mutual Life, A. T. Allan, 767 Fourth ave., Detroit; T. S. James, Dexter; E. C. Tryon, Dowagiac; F. P. Southworth, Downingtown; F. M. Fisk, Edwardsburg; Luther Eddy, Elsie; H. H. Bailey, Emmet; W. B. Erwin, Escanaba; Eugene Hart, Eureka; Robt. Conway, Ferrisburg; M. D. Strang, Flat Rock; Arthur Salisbury, Fowler; C. M. Gibson, Fremont; W. B. Folger, Grand Rapids; F. W. Weatherhead, Harrison; Sydna Foster, Haslett; Frank D. Cole, Hastings; W. L. Chappelle, Harrisville; Will W. Palmer, Henderson; Fred. J. Gray, Hillsdale; Sam W. Miller, Holland; Geo. E. Bingham, Homer; Will Borland, Imlay City; Chas. A. Cushing, Ionia; Mason Burt, Jr., Ironwood; J. F. Rue, Kalamazoo; Willard K. Bush, Lansing; Wm. E. Brown, Lapeer; B. A. Hight, Lawton; L. M. Russell, Leslie; D. B. Seely, Ludington; B. F. Yates, Mt. Clemens; J. M. Peterson, Manistee; H. M. Anderson, Marcellus; A. J. Scott, Marine City; C. H. Hollister, Marlette; F. H. Bailey, Marquette; C. C. Anderson, Midland; H. B. DeLong, Merrill; A. E. Putnam, Milan; T. I. Ilgenfritz, Monroe; Frank D. Kellogg, Morenci; W. M. Backus, Milo; Will J. Weller, Muskegon; J. M. Parker, Napoleon; K. A. Manhard, Newberry; Duncan Hyndman, Norvell; F. D. Phelps, New Haven; C. W. Wilcox, Niles; G. A. Power, Newberry; Louis Fuller, Okemos; J. Vivian, Jr., Opechee; A. E. Curdy, Orchard Lake; John Kolson, Ovid; E. C. Van Ness, Owosso; W. J. Melligan, Port Hope; Jos. W. Smith, Port Huron; H. B. Merritt, Potomac; Phil. Levine, Republic; W. C. Gates, Rockland; Alfred M. Newberry, Romeo; Otto Spriss, Sebewauing; R. C. Sweatt, Sault Ste Marie; F. D. Ford, Saline; Henry N. Geer, Saginaw; C. W. Krathwohl, Springport; E. F. Feed, Yale; Bayard Church, St. Louis; C. W. Salisbury, St. Johns; T. S. Earle, Stanton; Alfred James, Tecumseh; E. B. Linsley, Three Rivers; A. B. Smith, Trenton; W. C. Mannis, Trout Creek; A. C. Watson, Unadilla; W. W. Snider, Union City; Geo. R. Buck, Vassar; Wm. Kelly, Vulcan; G. E. Taylor, Vicksburg; A. F. Powie, West Bay City; J. R. Switzer, Waterford; C. W. Lohr, Wayne; D. P. Sullivan, Ypsilanti.

EDWARD N. HINES, Chief Consul.

FLORIDA DIVISION.

I take great pleasure in advising you that I have appointed Mr. Frank M. Ironmonger, No. 206 West Bay street, Jacksonville, Fla., as vice consul of the Florida Division.

Mr. Ironmonger is an enthusiastic wheelman and an energetic worker, and will be an excellent addition to the Executive Committee of this Division.

Yours truly,

Geo. L. BAHL, Chief Consul.

JACKSONVILLE, FLA., Feb. 4, 1898.

OHIO DIVISION.

MONTHLY MEMBERSHIP REPORT.

Feb. 1, 1896, 1,874; Feb. 1, 1897, 2,199; Feb. 1, 1898, 3,081; increase during past year, 882. In the following list of places having ten or more members Feb. 1, 1898, the stars indicate an increase of membership during January:

Cincinnati,	491	Norwalk,	21
*Cleveland,	226	Sandusky,	21
Columbus,	180	Alliance,	20
Dayton,	177	Marysville,	20
Toledo,	153	Springfield,	19
Canton,	117	Conneaut,	17
Marletta,	79	Lancaster,	17
Gallipolis,	76	New Lexington,	15
Steubenville,	75	Canal Dover,	14
Chillicothe,	61	Middletown,	14
Fostoria,	60	London,	13
*Portsmouth,	50	Waterville,	13
*Xenia,	48	Martin's Ferry,	13
*Zanesville,	44	Massillon,	12
*Fremont,	43	Uhrichsville,	12
Akron,	42	Wyoming,	12
Ironton,	38	Ashtabula,	11
*Mansfield,	37	Delaware,	11
Tiffin,	36	New Richmond,	11
Lima,	30	Cadiz,	10
Bradford,	29	Coshocton,	10
*Hamilton,	29	Delphos,	10
Youngstown,	26	Salem,	10
East Palestine,	25	Toronto,	10
Athens,	24		

W. C. MUNRO, Sec.-Treas.

CINCINNATI, Feb. 1, 1898.

INDIANA DIVISION.

The following is the showing of membership to February 1st in towns having ten or more members. Some of our old stand-bys are losing ground. Do not let these new fellows get ahead of you, but hold your place on the list at least.

1	Indianapolis,	858	15	Peru,	10
2	Terre Haute,	253	16	Anderson,	17
3	Madison,	57	17	Columbus,	16
4	Richmond,	44	18	Rensselaer,	16
5	La Fayette,	35	19	Marion,	13
6	Jeffersonville,	35	20	Wabash,	13
7	Muncie,	35	21	Angola,	12
8	Fort Wayne,	33	22	Brazil,	12
9	Elkhart,	31	23	New Albany,	12
10	Michigan City,	31	24	South Bend,	11
11	Shelbyville,	30	25	Crawfordsville,	10
12	Bedford,	27	26	Huntington,	10
13	Washington,	20	27	Ambia,	10
14	Kokomo,	19	28	Brookville,	10

SOUTH DAKOTA DIVISION.

The call for renewed interest, which was published in the BULLETIN of January 21st, has redounded to our benefit, judging from the large number of applications for illuminated prints of the beautiful "Honor Medal." I have a large number of those prints and medals on hand. I welcome all inquiries relating to them. (Ladies, I am very polite in my answers to such inquiries, and not near as ugly as I appear, so don't hesitate to send them along). Every seat has been sold for our "Entertainment and Hop," to be given this evening. The proceeds will be used in constructing a cycle path to Sturgis, and in purchasing more "Honor Medals" for those who bring in five new members; there are quite a number already who need but one more to procure this splendid triumph of the jeweller's art. Your name will be published in the BULLETIN as soon as you are entitled to the medal, and it will be forwarded to you immediately. Don't wait until the snow thaws; you won't have any time then. Procrastination is dangerous in this case; now is your opportunity. Vermillion, S. D., is coming rapidly to the front. What is the matter with Pierre, S. D.?

Fraternally,

JOHN O'BRIEN, Sec.-Treas.

OREGON DIVISION.

Financial Statement.

RECEIPTS.

Balance on hand Dec. 1, 1896	\$222 84
Membership fees	320 59
Other sources, such as race Meet, sale of road books	397 35
	\$948 78

EXPENSES.

Stationery	\$ 11 00
Printing	50 00
Postage	18 00
Traveling	18 97
Prizes	17 20
Road books	374 90
Race Meet	552 23
Cash on hand this date	\$ 6 48
	\$948 78

Respectfully,

DON G. WOODWARD, Sec.-Treas.

PORTLAND, Dec., 1897.

NEW YORK STATE DIVISION.

Certificate of election of club representative from the Manhattan Bicycle Club, New York city, of Mr. C. P. Staubach, has been duly filed in this office, Feb. 7, 1898.

W. S. Bull, Sec.-Treas.

Feb. 7, 1898.

FLORIDA DIVISION.

I herewith announce the following appointment of local consul for this Division: Laurel Hill, Fla., Mr. Ewing Reese.

Yours fraternally,

GEO. L. BAHL, Chief Consul.

JACKSONVILLE, FLA., Feb. 1, 1898.

RACING BOARD BULLETIN.

BALTIMORE, MD., Feb. 7, 1898.

The Seattle Y. M. C. A. and track, Seattle, Wash., have been restored to good standing. The suspension placed upon Howard W. Squires, Oakland, Cal., expired Feb. 2, 1898.

Suspension Removed.

Edward Deisem, Philadelphia, Pa.

Transferred to Professional Class.

James Rankin, Jr., Akron, O., own request.
Edward Deisem, Philadelphia, Pa., clauses (c and i).

Suspended.

Charles Bonzell, Philadelphia, Pa., to March 4, 1898, failure to ride.

Sanctions Granted.

Pittsburg Cycling Ass'n, Pittsburg, Pa., Feb. 5.

ALBERT MOTT,

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

STOLEN WHEELS.

KEATING, No. 25,214. W. N. Withers, Memphis, Tenn.

CRESCENT, No. 289,322. Walter F. Yates, Memphis, Tenn.

CRESCENT, No. 250,713. J. G. Little, Memphis, Tenn.

HUNT, No. 23. Fred Snoder, care G. J. Eckstein, 637 Maryland avenue, East End, Pittsburg, Pa.

WHEEL FOUND. "A stolen Columbia bicycle, in hands of Sheriff Moulton, Madison, Wis. Who is the owner?"

HORSE APRONS.



A most effective way of advertising. Winter weight. Sent by mail, 20 cents each. Give one to your grocer and another to the expressman.

L. A. W. SUPPLIES.

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

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

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

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

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

Decalcomania Decoration. U. S. shield and L. A. W. emblem, inscribed, colored; for decorating bicycles, 3 cents each by mail; 25 cents per dozen.

Sent by mail on receipt of price. *Don't send stamps. Small coins are as safe as stamps.*

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

Pertinent Paragraphs. Our new edition is now ready for delivery. Modesty forbids us to say that the new edition is a great improvement over the old, but it is. We urge the smaller divisions to keep these flying.

Bronze Lapel Button. 10 cents.

Signs for Hotels, Consuls and Repair Shops.

We have signs of sheet steel in ten colors. Size 20 x 28 inches.



Lettered in lower panel for Hotel, Consul or Repair Shop. We supply the sign as it is for \$1.50. Lettered in upper panel, \$2.00. Purchaser pays the freight.

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

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

"Good Country Roads, and How to Make Them," by ISAAC B. POTTER. A hand book of rules and reasons, showing why the country roads should be made better, and how to make them so. Sixty-four pages of useful information on the subject of country roads. Over sixty illustrations. Comprehensive chapters on road philosophy, drainage, tools and materials, tables of size, cost and capacity, grades, surface improvement, cross drains and culverts, and the building of bridges. The most comprehensive and valuable book ever written on the subject of country roads. Price 5 cents. Published by The League of American Wheelmen, 12 Pearl street, Boston, Mass.

"Good Macadam Roads, and How to Make Them," by ISAAC B. POTTER, is a convenient hand book for practical road makers, containing the best information and instructions in plain language and condensed form. Seventy-two pages of clear, concise instructions on the building of macadam roads. Containing the history of macadam roads and a portrait of John L. Macadam; description of the systems of France and England; grades, how to make and improve them; drainage and surfaces; the maintenance of macadam roads. Over seventy excellent illustrations and explanatory tables. This book should be in the hands of every practical road builder. Price 5 cents. Published by the League of American Wheelmen, 12 Pearl street, Boston, Mass.

If you want a waterproof ticket holder, made of the best calfskin, with a receptacle for ticket, where it can be easily exposed to view, and a pocket for personal cards, send 25 cents. If you want your name in gold, stamped on the holder, send 50 cents. Celluloid holder, 10 cents. ABBOT BASSETT.

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. 11, 1898.

Total, 335-102,980.

Over 122,000, ALABAMA, 1-69.

Unattached.
808 Clarke, W. B., 152 So. Conception Mobile

Over 122,000, COLORADO, 2-593.

Unattached.
809 Benwell Geo. A. Golden
810 Raffles, J. D., box 61 Montrose

Over 122,000, CONNECTICUT, 3-2060.

T. W. C.
811 Bishop, Frederick J., box 485, Torrington
Unattached.
2 Nettleton Cecil B., 517 Fairfield av. Bridgeport
3 Nettleton Henry H., 517 Fairfield av. "

Over 122,000, DISTRICT OF COLUMBIA 2-954.

F. C. C.
814 Clague, N. H., 99 L. st., N. E. Washington
Unattached.
5 Fairfax, E., 3032 Cambridge st. "

Over 122,000, GEORGIA, 1-255.

Unattached.
816 Gieseler, E. A., 408 E. Gaston st. Savannah

Over 122,000, ILLINOIS, 8-3738.

Ill. C. C.
817 Burkhardt, W., 677 W. Adams st. Chicago
8 Burkhardt, Miss A. C., 677 W. Adams st. "

Unattached.
9 Stahl John M., 4328 Langley av. "
820 Bourke, Edward L., 5648 Mich. av. "
1 Hitt, Elmer, Elizabeth
2 Plentye Walter, Glen View
3 Kemp, Harry W., Momence
4 Hubbell, F. A., Roanoke

Over 122,000, INDIANA, 54-1942.

Wabash C. C.
825 Benbridge, T. T., 213 No 7th Terre Haute
Unattached.
6 Miller, William S., box 1 Boston
7 Edmondson, Alva T., Clayton
8 Stern W. W., 409 E. Madison Goshen
9 Brown, Lyndsay M., 114 E. Market Indianapolis

820 Cornelius, A. B., 2117 Central av. "
1 Clark, C. J., Stock Yards, "
2 Johnston W. N., 508 No. Penn. "
3 Lieben, G. H., Sterling st. "
4 McKinley, W. S., 608 No Pine, "
5 Shepard, Frank R., 128 E. Market "
6 Townsend, S. A., 410 E. 16th "
7 Whitcomb, L. A., 154 No. Penna. "
8 Wallace, Ross H., No. Ala. st. "
9 Wiegman, Oscar C., 1211 Fletcher av. "

840 Addison, James O., Main st Knightstown
1 Tritt, I. E., Main st "
2 Jackson, Walter, Pittsburg Plate "
Glass Co. m Kokomo
3 Strickland, T. S., 74 W. Sycamore "
4 Spraker, Earl, "

5 Faulkner, Frank, No. Meridian Red Key
6 Hathaway, Leslie, West High st "
7 McKinney, Frank, West High st "
8 Butler, Fred S., Cen. av. W. R. Richmond
9 Bunyan, L. H., 32 No. 12th "

84 Crawford, W. O., 1313 Main st "
1 Craig, Emma, 7, 121 So. 10th st "
2 Cullaton, M., 8 So. 12th "
3 Charles, Frederic H., 133 So. 14th "
4 Fox, George, 628 Main "
5 Ferguson, Wm. C., 115 So. 16th st. "

6 Glover, J. M., 1200 No. D. "
7 Henley, M. C., 523 No. 16th "
8 Hadley, Turner W., 1113 So. A st "
9 Hegger, John B., 28 No. 12th "
900 Hunt, F. J., 101 So. 14 "
1 Hasecoster, C. H., 234 So. 12 "

2 Ireton, A. F., 14 So. 17th "
3 Jones, Rutherford B., 52 So. 16 "
4 Johnson, John H., 205 No. 11th "
5 Jay, J. P., 15 So. 7th "
6 Kramer, H. M., 109 No. 17th "
7 Kramer, C. H., 16 No. 21st "
8 Lemon, L. T., 30 No. 13 "
9 Neal, C. S. "
870 Normandin, Harry, 319 Randolph "
1 Severding, John, "
2 Teagle, Lee A., 212 No. 16th "
3 Taylor, Chris, 116 So. A "
4 Williams, Chas. M., 724 Main, "
5 Wilke, Fred A. "
6 Wiggins, George, 211 No. 15 "
7 Zeller, Joseph S., 27 No. 6th "
8 Pierson, Allen, Spencer

Over 122,000, IOWA, 1-863.

Unattached.
879 George, C. L., Bonaparte

Over 122,000, KANSAS, 1-497.

Unattached.
880 Forsae, Gustave A., Falun

Over 122,000, KENTUCKY, 2-1018.

Unattached.
881 McCready, R. L., Frankfort
2 Wright, Wm. M., Morganfield

Over 122,000, MARYLAND, 3-1898.

Penn. W.
883 Gafford, T. H., Church Hill
Unattached.
4 Adler, Samuel, 516 E. Balto., Baltimore
5 Simon, R. W., 315 Ingleside av Catonsville

Over 122,000, MASSACHUSETTS, 15-12468.

Mass. Bl. Club.
886 Clough, Samuel C., 23 Fort av Roxbury
N. B. C.
7 Morrill, Chester L., 10 Otis pl Newburyport

Unattached.
8 Keating, M. J., Keith's Theatre Boston
9 Blanchard, Alfred, 110 Tremont "
880 Philbrook, Chas. H., 93 Water st "
1 White, Mrs. H., 509 Tremont, "
2 Seavey, Geo. E., 398 Wash. st Haverhill
3 Seavey, C. H., 398 Wash. st "
4 McKay, William, 102 White Lowell
5 Roper, George A., 335 Walker "
6 Miller, Louis R., 403 Eastern av Malden
7 Thurlow, Alfred W., 15 Oak st Newburyport
8 Foster, Elizabeth S., 2418 Wash. st Roxbury
9 Bell, Charles A., 33 Calhoun Springfield
300 Fiske, A. H., 46 Lyman st Waltham

Over 122,000, MICHIGAN, 7-2039.

D. W.
901 Crook, James W., 685 14th av Detroit
2 Morton, Robert, 203 Selden av "
Unattached.
3 White, Will L., 99 Monroe st Grand Rapids
4 Simons, Walter, 1620 Highland av Kalamazoo
5 Phillips, A. H., 1228 Wells st "
6 Clark, Irving, Saline
7 Parsons, G. L., "

Over 122,000, MINNESOTA, 3-673.

L. A. W. B. C.
908 Cowley, Augustus M. P., 2nd Nat'l Bank St. Paul
9 French, Wm. A., Manhalmer Bros. "
910 Wedelstaedt, E. K., N. Y. Life bldg "

Over 122,000, NEW HAMPSHIRE, 1-1096.

Unattached.
911 Upham, S. S., 25 Downing st Concord

Over 122,000, NEW JERSEY, 5-3823.

Unattached.
912 Lister, Thomas, 43 Woodland av Kearny
3 Smitt, W., Mountain View
4 Westbrook, Prof. Edw. H., Ridgewood
5 Lynde, Rollin H., Rolston av South Orange
6 Apgar, W. Holt, box 536 Trenton

Over 122,000, NEW YORK, 61-26,932.

Nassau R. C.
917 Woolson, Ira V., 3d Franklin st Astoria
Forester, "
8 Wickenburg, Geo. E., 678 Warren st Brooklyn

Nameless W.
9 Chapple, Sanford W., 518 10th st "
Logan W. "
920 Gough, Major W., 280A 5th av "
Anacron B. C. "
1 Cullinan, James, 1056 Park av New York
Ironides B. C. "
2 Simonsen, Dan'l, box 148 Port Richmond
Unattached.
3 Dawson, W. W., 462 Van Buren st Brooklyn

4 Hintze, Miss Helen A., 382A Monroe st "
5 Watrous, George S., 80 2nd pl "
6 Butler, Thomas, 420 Clinton st "

7 Holding Robert, 251 Steuben st "
8 Neushafer, Geo. A., 7 St. James pl "
9 Seaman, Edw. L., 407 Park pl "
930 Wyrzten, Harry M., 1210 Putnam av "
1 Barber, Chas. H., Sr., box 797, Sta-pleton Concord
2 De Long, H. W., 156 Main Davisville
3 Eddy W. R., Forsythe
4 Shue, Geo. E., Lyon Falls
5 Beardsley, Glenn L., box 29 Marathon
6 Greene, Miss Olinaka, 18 Franklin av New Rochelle
7 Bigelow, Hiram, 257 Broadway New York
8 Cronwell, B. Frank, 455 West 162nd "
9 Fulton, Miss Florence W., 106 Madison av "

940 Gallatin, A., 670 5th av "
1 McArdle, Edw. T. F., 1010 6th av "
2 Stump, Chas., 327 West 36th st "
3 Skane, J. V., West Shore H. R. Co., foot W. 42nd "

4 Bardeleben, E., 365 W. 24th "
5 Crow, Mrs. E. A., Hotel St. Andrews, Boulevard and 72nd "
6 Decker, Harry, 662 E. 158th "
7 de Gange, Gaston L. H., 365 West 2d "
8 Ellors, Christopher, 16 Willet, "
9 Fretz, Wm., 1676 1st av "
950 Gazzan, Dr. Edwin N., 153 W. 46th "
1 Greene, John Arthur, 347 W. 34th "
2 Ives, W. T., World bldg., care Cycle Checking Lock Co. "

3 Jassinsky, Charles, 746 Washington "
4 McDonald, James P., 753 7th av "
5 Phillips, Miss Juanita, 282 West 25th "
6 Rutherford, Albert, 123 Park row "
7 Raymond, John H., 6 East 116th "
8 Rafferty, John, 1625 Ave. A "
9 Swift, William F., 59 Gouverneur, "
960 Tousey, Stephen, 194 Wooster, "
1 Vigneron, Carl, 60 East 54th "
2 Vandler, Edmond C., 491 6th av "
3 Vail, J. Fletcher, 338 East 121st "
4 Walsh, Samuel A., Jr., 31 West 39th "
5 White, Dr. Jno. S., 20 West 44th "
6 Hyde, Charles E., Port Washington
7 Bickford, A. E., 60 Mill st Rochester
8 Bullard, F. H., 5 Schwarz park "
9 Bullard, Mrs. Jennie H., 5 Schwarz pk "
970 Ziegler, Louis C., 190 Center st "

1 Ramselsberg, G. F., 344 Broadway Saratoga Springs
2 Davis, Gilbert H., 63 James st. Sing Sing
3 Dennis, Robert T., 27 William st "
4 Mondon, Geo. Ferris, 15 Maple pl "
5 Riley, Frank, 9 Dale av "
6 Twigg, Albert W., Main and Church sts Troy
7 Hickey, William, Griswold Opera House

Over 122,000, NORTH CAROLINA, 1 63.

Unattached.
978 Hathaway, A. C., Elizabeth City

Over 122,000, OHIO, 16-3060.

Canton B. C.
979 Pippitt, W. G., 835 N. Walnut Canton
Cin. Gym. C. C.
980 Webster, E. R., N. W. 2d and Vine Cincinnati

W. C. C.
1 Harding, F. H., Wooster

Unattached.
2 Cushman, B. G., 144 St. Main Bellefontaine
3 Bosworth, Walter R., 1271 Euclid av Cleveland

4 Sutcliffe, Harry, Cen. av cor. Barnes
5 Zinke, Dr. E. Gustav, 13 Garfield pl Cincinnati

6 Zinke, Stanley, 13 Garfield pl "
7 Oliver, James V., 202 Market st East Liverpool

8 Hoover, C. E., M. D., Edgerton
9 Englehart, Geo. H., Glenview

990 Jewett, Wm. F., box 17 New Town
1 Cushing, John J., Monroe av Norwood

2 Meininger, John P., Strasburgh
3 Leavy, J. A., box 100 Stryker
4 Gelz, Frank R., box 108 Washingtonville

Over 122,000, PENNSYLVANIA, 26 24,974

McKeesport Cycles.
995 Gray, Chas. W., Hazel st McKeesport
L. C. C.

6 McCune, Wm., 4138 Leidy av Philadelphia
7 Hollowell, Edward D., 105 So. 4th "

8 Warden, John, 2334 No. Broad "
Keystone B. C.
9 Schuster, P. J. Jr., 215 Shady av Pittsburg

Unattached.

Over 123,000.

000 David Wm. P., DeKalb st Bridesport
1 Miller, Merton R., box 217 Liberty

2 Hutchinson, Harry H., box 1 Moers
3 Bullock, Mrs. Wm. R., 3246 No. 15th Philadelphia

4 Campbell, Alexander, 443 Erie av "
5 Ebner, George, 2507 E. Somerset, "

6 Farrington, Harvey, M. D., 178 Green st "

7 Love, William J., 1724 Walnut, "
8 Rosenbaum, Wm., 2726 Germantown av "

9 Somerby, E. D. Jr., 3402 Irving, "
10 Sweet, E. B., U. of Pa. Dormitory "

1 McMoran, S. R., 245 Fourth av Pittsburg
 2 Sylvia, S. F. W., 5810 Howe st "
 3 Sylvia Mary MacLurdy, 5810 Howe st "
 4 Killian, H. F., 611 Susquehanna av Pittston
 5 Becktold, E. E., 63 No. Main, Ralston
 6 Pyle, W. H. "
 7 Reuss, Wm. J., 4122 Ashland av Rosborough
 8 Sinclair, A. T., W. U. Tel. Co. Titusville
 9 Cohn, G. D., 341 Market st Williamsport
 20 Nardi, P., 345 Market st "

Over 123,000. RHODE ISLAND, 5-1696.

R. I. W.
 21 Astle, Herbert J., 118 Orange Providence
 2 Boynton, Leslie 129 Bellevue av
 Standard W.
 3 Fleiding, Herbert, 313 Westminster st "
 Unattached.
 4 Ward Frank, 14 Harriet st "
 5 Kingsley, Harry M., 1 Newton pl W sterly

Over 123,000. SOUTHERN CALIFORNIA, 4-423.

Unattached.
 026 Anernhlmer, S. H. Ivamosa
 7 Pearne F. H., 801 E. First at Los Angeles
 8 Ludlow W. E., City Hall, "
 9 Robinson, W. F. San Diego

Over 123,000. SOUTH CAROLINA, 2-143.

Unattached.
 030 Blackman, P. C., 75 Pitt st Charleston
 1 Zimmerman, Geo. A., 15 Mill st "

Over 123,000. WASHINGTON, 3-389.

Unattached.
 032 Mock, Joseph Sultan
 3 Robbins, Jesse Tacoma
 4 Vatum, Geo., 909 Sac av

Over 123,000. WEST VIRGINIA, 6-184.

Unattached.
 035 Davis, William R. Davis
 6 Dent, Herbert. Grafton
 7 Richman Geo. "
 8 Brady, Samuel D. Piedmont
 9 Luck, Geo. E. Thomas
 040 Van Sickle, Chas. F. "

Over 123,000. WISCONSIN, 2-2610.

Unattached.
 041 Perrin, C. F., 109 2 st E. Ashland
 2 Place, T. L., box 2. Milton

LEAGUE CLUB APPLICATIONS.

261 Riverside Bl. Club New Jersey
 32 Mt. Vernon Cycle Club, New York

CONEY ISLAND CYCLE PATH.

The two illustrations published herewith are from half-tone reproductions of photographs taken by



Henry Schnackenberg, of Brooklyn, N.Y. The first picture shows a portion of the Coney Island Cycle Path, as it appears in summer. The second picture shows the same section of the path as it appears in winter. It is probable that no other cycle path in this country is used more than the one here referred to. It is a constant joy-giver to thousands of

wheelmen and wheelwomen who, during the summer season, daily ride to and fro in the gracious shade of the many trees that protect it for much of the way. It may be truthfully asserted that no driveway used for horse-driven vehicles brings so much pleasure to so many human beings as does



a popular cycle path like this. And this pleasure derived from cycling is not secured at the expense of servitude on the part of dumb, unwilling animals.

THE ORIGIN OF MACHINE POETRY.

NIXON WATERMAN.



NE time the poets struck and, say, 't was really very funny,
 Not one of them would write a line for either love or money.
 And in about three thousand years the verses they had written

Had all been used and earth was with a poem-famine smitten.

And then, oh, what a fearful time! The editors were frantic.
 They hunted everywhere for verse from Maine to the Atlantic,
 But not a couplet could they find, and people raved about it
 And cried, "Oh, give us poetry! We can't exist without it!"

It's hard to tell what they'd have done had not a fellow clever

In making of machines, arranged, with many a wheel and lever.

A great invention that would make of verse a rod a minute,
 And hand-made poetry, alas! since then has not been in it.

Of course the poets felt abashed to find their "trust" was shaken,

But they could ne'er regain the field the verse-machine had taken.

Today its lines are everywhere, it's pretty hard to go 'em,
 But oh, it's mighty seldom now you see a hand-made poem.

The best way for men to get out of a lowly position is to be conspicuously effective in it. — *Rev. Dr. John Hall.*

TRAINS in Belgium are to have special cars for cycles.

Which of two places, exactly alike and similarly situated, is worth the more,—the one on a common country road, or the one on a macadam road?

They truly mourn who mourn without a witness. *Byron.*



A Short Cut.

Folks said, "Oh, what a crop of hair!"

I sought the barber's shop:
 He almost shaved my skull—but, there!

They still cry, "What a crop!"

"HERE," said the burglar, as he raised the window,
 "is where I come in."

QUERIES AND ANSWERS

W. H. C.:—Consult road books for best route from Philadelphia to Indianapolis.

No. 75,581:—The three 1897 prizes, offered by the Century Road Club of America, were all won by Philadelphians. During '97, John H. George rode 32,479 miles; John Nobre, 28,718, and Milton N. Keim, 28,517. Who says the "Quaker City" is slow? Sixty-nine other members of the club rode from 5,000 to 25,000 miles each.

No. 158,182:—H. B. Donly, Simcoe, Ont., is secretary of the Canadian Wheelmen's Association. Several good tours in Canada have been published in the L. A. W. BULLETIN. Canadian hotels are said to average very fair. Join the C. W. A. if you intend to do much cycling in Canada. The roads in many parts of Canada are said to be fine. Address the secretary for further information.

No. 11,164:—Yes, in renumbering, provision has been made so that all present members who renew at the proper time will receive a lower number than members who may join now.

See page 42 of the January 14th issue

No. 185,074:—A man who doesn't sign his name isn't entitled to any consideration.

CHAIN TOO LARGE FOR SPROCKETS.

In reply to the inquiry by No. 159,740, several members say that they have used 1-4-inch chains on 3-16-inch sprockets satisfactorily, it only being necessary to have sufficient clearance between rear sprocket and the spokes to allow chain to pass freely. One member says that his sprocket continually got out of true, and his chain stretched and became loose on the rivets. It is best to have a correct fit.

Deer Uncle Bulatin:

Weeve hed a norful stawm upp hear at Fest Squakit. Evrything wuz snoed upp. Orl hans hed tew turn owt an shuvle. Wel evrybuddie shuvled butt Pa. Hee bossed. The hyred men thatt hed shuvled sno awl thare lives didnt no as mutch abowt it as Pa did, tew heer him tell it. He stude upp on a bigg hi sno drifted rite undur the eeves of the barn an giv owt his direckshuns. Heed sa "Now Isare yude bettur start inn thare" or "Josh yu pich inter that drifted." Butt yu bett he didnt do no pichin in himself. Whenn we went inn tew dinnur tho, Gee, yude thort Pa hed wurked hardern ennybuddy. Heed wipe the swett orf his forrid an sa "Grashus! Tempy, this shuvlin sno aint enny soft snapp yu

betcherlyfe," an "Sa Joshway yuve gutter wurk hardern yuve dun so fur whenn I gitt arftur yu this arfturnune." Wel most evrybuddy gut sik of Pas gabble an whenn weed gut tur wurk agen an he climed upp his drifted an kummensed ter boss sum moar evry feller loked like he wishd Pa wus in Gloary. Prutty sune Uncle Isare (with Pa a-givin hiz advise) sent sum fellurs upp tu clean the rufes of the barn an shedds. There wuz pyles of sno upp thare. Wel dont tork! Pa wuz houlin out awdurs fur the felurs



on the henn howse an never loked att the barn an down kum a kupple er tuns of sno an berried himm fore fete depe. We dugg him owt an thenn evrybuddy jest set down an hollered an laft an gied him. Gee whizz how tha did gi him. He sneaked inter the howse an never opuned hiz hed so we didnt hev hiz help enny more. Butt I notised the sno gut shuvled jest the same. Brigit rites that Jim is helthy as ever. Yu no Jim.

Yure Lovin Neffyu

Sandy.

OHIO WANTS A TOPOGRAPHICAL MAP.

There is a movement to secure from the Ohio legislature an appropriation for a detailed topographical map of that State. The cost of such a map is estimated at from two hundred thousand to nearly a million dollars. Among the practical advantages it is claimed that the map would be of great service in the construction of roads. The L. A. W. has brought the road question to the very front in Ohio.

No. 101,657.

A Sure Thing.

"To keep the wolf from the door," he cried,

"I wrote this silvery rhyme."
And the editor read the thing,
and sighed,
"T will do it every time."

"SHOO-FLY!" cried the bridegroom, amid a shower of old footwear.

Many a so-called farmer never grows anything but whiskers.



CONGRESSIONAL TERM: "TAKING HIS SEAT."

BE GOOD

It is a hard task for the average man and requires the showing forth of many excellent qualities. But for a bicycle lamp to be good, really requires but two things:

- 1st. To Give a Good Light.
- 2d. To Stay Alight in Spite of Wind and Jar.



beautifully combines these two good qualities. It also has the other and lesser virtues belonging to the

Perfect Bicycle Lamp.

Therefore, as one step in your effort to

BE GOOD

BE WISE and buy one of them.

AND YOU WILL BE HAPPY.

Send for circular or, better still, send \$2.50 which is the reasonable price at which we sell one, delivered anywhere.

R. E. DIETZ COMPANY,

60 Laight Street,

ESTABLISHED 1840.

New York City.



The Clipper Special

is one of the very few really high grade '98 bicycles. Of course all makers claim their product to be "strictly high grade" At no time since the introduction of the "safety"

Bicycle

has the market been flooded with so many made-to-sell-at-any-price wheels. Many makers have listed at high grade prices and built cheaply, believing that it is more profitable to "cut list prices" than cut profits. Clippers are better than ever before. No cheap or unreliable bicycles at any price is our motto. It's the best guarantee we can offer.



THE CLIPPER PEOPLE,
GRAND RAPIDS, MICH.

M-66-98.

Is the Bulletin Read?

Chicago, Feb. 1st, 1898.

"The first Monday after the original issue of our advertisement we received upwards of 400 orders for playing cards, and the number has been increasing daily ever since."

MONARCH CYCLE MFG. CO.