

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 18, 1898.

Number 7.



A WOODLAND ROAD, NEAR CAIRO, ILL.

Photograph by E. A. Burnett, . . . Cairo, Ill.

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, 102,667.

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WHO IS HE?



A pair of Palmer Tires will be given to the person who first guesses the name of the handsome young man whose portrait adorns this page. Address Department A, The Palmer Pneumatic Tire Co., 133 South Clinton Street, Chicago. ∴ ∴ ∴ ∴

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

No Chance for Escape.

Oh, birds! yours is a sorry lot,—
For if you 'scape the cats
The women-folks will have you shot
To trim their Sunday hats.

TO REMOVE ENAMEL FROM FRAMES.

For this purpose No. 99,810 says, in reply to the inquiry of No. 103,806, that a strong solution of potash is good, if the frame is left in it about twelve hours and then washed off. Others recommend soda, and No. 64,193 advises putting the frame in a boiling solution of caustic soda, letting it stand over night, and heating it up again in the morning before taking it out. The enamel will then rub off. Keep hands and tires away from these solutions.

ADVISES OIL ONLY FOR CHAINS.

In the case of an experienced, practical rider, "one-half the pleasure in his steed is its condition, and his pride is in having it look and *work* better and easier than his fellow rider's," says No. 81,462. Everything considered, he thinks an open, unprotected chain that can be always seen, easily lubricated and conveniently adjusted is the best. After seven years' experience and many tests, he says:

"Finally I tried a clean chain, well soaked in a good oil, then wiped off clean, and the chain worked like a ribbon; after a ride I wiped off any surplus again and she ran like a bird. I have now used only oil for some years past, and my chain will

easily go three to six months without being soaked out, and, in addition, is clean from the old black grease with all its consequent discomfort."

AN EASY CHAIN REPAIR.

To simplify roadside repairs, in case of a broken chain, No. 94,264 has had some detachable chain links made. The rivets of the open links are a little longer than usual. At one end the side-plate is riveted in the regular way; at the other end little grooves are cut in the sides of the rivets which face each other, and the side-plate slips on beyond them. When one of these links is inserted in a chain, and the side-plate pushed into place, a little spring slide is pushed down beside the side-plate, and the ends of it fit in the grooves in the rivets, while a little projection in the spring snaps over the lower edge of the side-plate and locks it safely. Extra links of this kind make a perfect and speedy repair without the use of tools.

A NOVEL BRAKE.

A new rear wheel brake clamps on both sides of the rim, between the spokes and tire, when a lever on the handle-bar is pressed. It is so swung that it follows the movements of the rim, and is not affected by the rim's being out of true or the wheel out of centre.

HUMP-BACK scorchers should stop their monkeying.

<p>An Honest Article will stand an Honest Test.</p>	<p>\$ 40 \$10</p>	<p>Fitchburg Roadsters.....\$40 Iver Johnson Roadsters.....50 " Special ".....75 " Spec. Light ".....85 " Special Racer.....85 " Chainless.....100 Send for Catalogue.</p>
<p>IVER JOHNSON AND FITCHBURG CYCLES</p>		
<p>Iver Johnson's Arms and Cycle Works, FITCHBURG, MASS. N. Y. Branch, 99 Chambers St.</p>	<p>\$ 100 \$</p>	<p>Iver Johnson and Fitchburg Cycles ...ARE... HONEST CYCLES AT HONEST PRICES.</p>

1898 ——— SAMPLED NOW READY. ——— 1898

"The Northampton"

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

—"THE SLICKEST WHEEL THAT WHIRLS."—

Good Terms to Good Agents.
You Want Us. We Want You.
Answer P. D. Q.
NORTHAMPTON CYCLE CO., NORTHAMPTON, MASS.

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

**The enviable record
of the
DAYTON
BICYCLE**

on track, road and boulevard last
year warrants us in the expectation
that the '98 Dayton with its sensi-
ble improvements, will be first on
your list this season.

**Easy to Purchase--
Easy to Propel.**

1898 Catalogue ready.
Manufactured by the
Davis Sewing Machine Co.,
Dayton, Ohio, U. S. A.

EUROPEAN OFFICE:
No. 24 Aldersgate St., London, England.
NEW ENGLAND AGENCY:
Bigelow & Dowse Co., No. 229 Franklin St.,
Boston, Mass.
METROPOLITAN AGENCY:
Tinkham Cycle Co., No. 306-310 W. 59th St.,
New York, N. Y.

Cutting Him Short.

"We once were friends," the victim prayed,
"We were," the headsman said,
"But now," and raised his glittering blade,
"I've got to cut you dead."

TO GEAR TO 555 INCHES.

The biggest sprocket wheel reported up to date is one from New Jersey, which measures five feet in diameter, and has 185 teeth. With a ten-tooth rear sprocket, and thirty-inch wheels on the machine, the gear is 555 inches. It is said that "it was made for exhibition or stage riding and shows the possibilities of high gearing." In order to attach such an enormous sprocket wheel to a machine, the frame must be over fifty inches high, and the crank-hanger bearings and cranks attached to the diagonal (saddle-post tube) nearly half-way up, in order that the under side of the sprocket may clear the ground. A machine geared in this way would travel over 145 feet at each revolution of the pedals and make 36 revolutions per mile.

THE SIDE-PATHS OF NIAGARA CO., N. Y.

The results of the first year's work of the Board of Side-path Commissioners of Niagara Co., N. Y., are shown in their report to the County Board of Supervisors. The proceeds of the tax on wheels was \$2,378.30, and donations amounted to \$846.20 more. The expenditures were \$3,200.36, leaving on hand a balance of \$24.14.

In some parts of the county labor and teams were

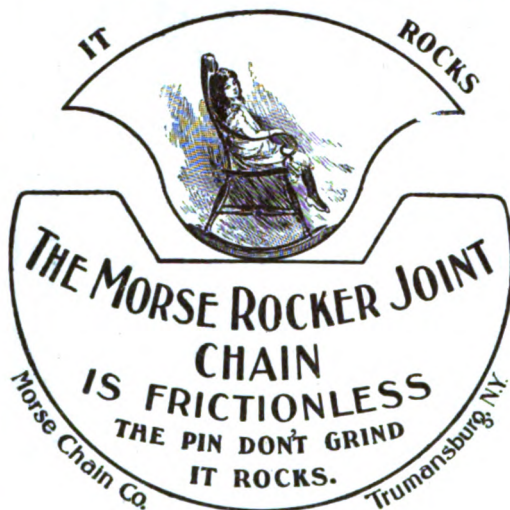
donated for the work, and the Board furnished tile-pipe, cinders and other supplies; about one-half of their expenditures were made in this way. Contract work and day labor were both tried, and the latter was found most satisfactory, but required so much of the Board's time that it cannot be used exclusively. Considerable was spent in repairing old paths. When paths, however, are thoroughly well built and drained, they say that very few repairs are needed. All paths are wide enough for both pedestrians and wheelmen; but, in the more thickly-settled spots, the wheelways have been built between the roadways and the foot-paths, in order to separate wheel traffic from foot travel.

TOLL SIDE-PATHS.

In opposition to the idea of charging toll on cycle side-paths, favored by Frank Van Doorn, in issue of Jan. 21, C. T. Raymond, Chairman of the Board of Side-path Commissioners of Niagara county, asks: "Is there any place in the United States where toll roads are popular? Is there any place where toll roads have been abolished that the people would permit the system to be re-established? . . . It would surely be a great nuisance to have to carry some change in your pocket, and stop and pay toll every few miles, every time you went out for a ride, as you would have to do if the toll system were generally adopted. Let us pay our twenty-five or fifty cents once a year, and thus ride free wherever we want to, and whenever we want to."

It Rests You

The Action of the Joint in the Morse Chain is like that of a rocking-chair on a smooth floor. If you are tired of the grind in the pin-joint-chain, get a Morse.



Send for Catalogue.

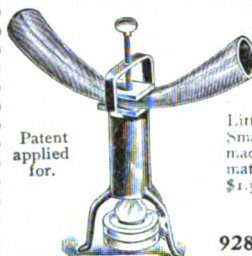
Rambler BICYCLES

\$60 POPULAR LIST PRICE \$60

GORMULLY & JEFFERY MFG. CO., Chicago.
Boston, Washington, New York, Brooklyn, Detroit,
Cincinnati, Buffalo, Cleveland, London.

Little Giant Vulcanizer

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



\$1.50 ISN'T MUCH

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

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

The Effect of Culture.

A Boston spinster owns a dog,
One of those high-toned "towsers,"
That's so well-bred and nice, 'tis said,
He never pants but trousers.

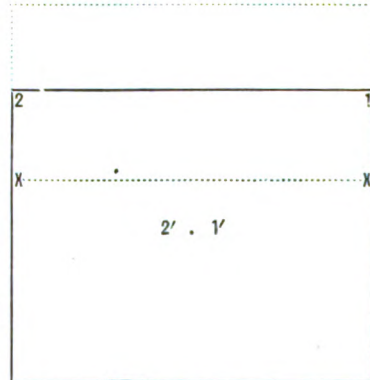
RIVALS THE WHEEL IN SPEED.

The ostrich is said to be able to travel about as fast as the fleetest horse for short distances, and to be capable of traveling farther in an hour. It is also asserted that these birds can outrun the fastest wheelmen in an hour's contest on anything but a level surface, though this seems like putting a good deal of faith in the bird.

AN IMPROVISED HOOD.

T. W. Razoux's scheme with the sailor collar of his sweater, in Jan. 21 BULLETIN, is O. K., but we do not all use the sailor-collared sweater. The accompanying illustration shows how we do it, up here in Sullivan County, when caught in a blizzard.

Take a large-sized black silk handkerchief, or muffler. Fold under, so that the upper corners come down to x.....x. Then bring 1 to 1' and 2 to 2'. Begin and roll bottom up to x.....x. Grasp roll at each end, place on the head, as a hood, and tie under the chin. Remount and bid adieu to cold ears. This can be worn equally well under a derby, as there are no knots excepting under the chain.



W. A. RUE, No. 172, 135.
Roscoe, N. Y., Jan. 29, 1898.

THE saloon-keeper offers everything at a bargain.

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

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

Subscription to this paper, 25 cents EXTRA.

We want to enroll the largest possible number of subscribers who will take the paper because they want it. It is a positive disadvantage, however, to both the L. A. W. and myself to receive more than one subscription from the same family or to send the paper to persons who, for any other reason, do not make use of each copy received. I will, at any time, consider it a favor to be allowed to refund the "quarter" and cancel the subscription of any dissatisfied reader, providing he has not already received the paper for more than eleven months.

STERLING ELLIOTT.

THE L. A. W. Bulletin AND Good Roads

A WEEKLY JOURNAL

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

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,
BOSTON, MASS.

BRANCH OFFICES:

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

305 Fisher Building,.....Chicago.
45 Hodges Block,.....Detroit.

L. L. CLINE & Co.

SUBSCRIPTION PRICE:

ONE YEAR \$1.00
Special Club Rate, to League Members only25

Editor: **STERLING ELLIOTT.**

Associate Editors:

NIXON WATERMAN. LUTHER H. PORTER.
JOE LINCOLN.

FEBRUARY 18, 1898.

THE '98 NATIONAL ASSEMBLY.

BY STERLING ELLIOTT.

The L. A. W. National Assembly for '98 has passed into history. The above starter lacks novelty, but it belongs there, since the '98 meeting marks the dividing line between two ages of the L. A. W., viz., the racing and the non-racing epochs. Much business of importance was transacted, but to my mind the most important was the unanimous resolution which directs the executive committee to discover some plan by which racing may be transferred, a year hence, to some other organization.

If we are to control professionals they should not have been excluded from League membership. If we are to handle racing we should allow the citizens of each State to decide which days of the week are preferred for that purpose.

Like most people of Massachusetts, I would rather not have races on Sunday, but it is not good sense nor good religion for us of the extreme East to prevent California or Texas people from increasing their speed whenever they want to.

Many vexatious questions have reared their awkward heads to cause us trouble each year, and in disposing of them we have usually offended a greater or less number of our members. The League historian has been compelled to record the interesting

Total number printed this week . . . **107,500**

Sent to paid Subscribers **102,667**

Samples to Advertisers, Exchanges, etc. **4,833**

fact, that each and all of these annoying complications have arisen out of the fact that we were *trying to control a sport*, and at the same time keep up the idea that *we were not a sporting organization*.

An Experience Meeting.

On Tuesday evening was held a meeting of chief consuls and secretary-treasurers, for the purpose of comparing notes on the various aids to recruiting. The idea of such a meeting came from Secretary-Treasurer Kingsbury of New Hampshire. It was well attended and most beneficial to all. The proceedings are to be printed in full and issued in pamphlet form.

Good Roads Day

was also well attended. Several extremely interesting papers were read, and the session closed with a considerable number of stereopticon views, showing roads in various stages of construction, the explanatory talk being made by Mr. Harrison of the National Road Inquiry Department.

Election of Officers.

The reports of committees having been printed and distributed beforehand, much time was saved, so that the election of officers was accomplished on the forenoon of the first day.

The newly elected officers are:

President, — ISAAC B. POTTER, of New York.

1st Vice-President, — THOMAS J. KEENAN, of Pennsylvania.

2d Vice-President, — EDWARD N. HINES, of Michigan.

TREASURER, — J. C. TATTERSALL, of New Jersey.

Constitutional Amendments.

The amendment which was to strike out the word "amateur," failed to receive the necessary two-thirds vote, although more than a majority favored it.

The amendment to establish a junior department which may include the sons and daughters of members, between the ages of 12 and 18 was passed. I believe this to be an important and valuable departure, and will take pleasure in discussing it fully as soon as it is in good working order.

Confucius

SAID:

"Faithfulness and sincerity
are the highest things."

But, of course, Confucius had n't seen
our circulation figures.





ACME Bicycles
High Grade
\$34.50--'98 MODELS

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

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

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

The Klondike RIGID BACK BICYCLE LANTERN



Throws a large, clear light. Burns Kerosene. Positively will not jolt or blow out. Made entirely from Brass, and beautifully embossed and nickled. If your dealer hasn't them, sent express prepaid for **\$2.00.**

Made by...

is just what you have been looking for.

Send for '98 Catalogue.

THE E. P. BRECKENRIDGE CO., Dept. B, Toledo, O.

Our Imperial Spring Back Lamp, **\$1.50** each. | Our Light Weight Spring Back Lamp, **\$1.00** each.

Hereafter a League club must have an organized existence of at least six months, in order to send a representative to the State Board of Officers, and the names of such representatives must be recorded with the State Secretary not later than December 1.

By-Laws.

The proposition to hold both an Eastern and a Western National Meet each year was lost.

The chairman of the Racing Board was voted a salary of \$2,500 per annum.

Continuous six-day races were prohibited.

Local option on Sunday racing was defeated, though a strong attempt was made to fix the matter so that the members of each State could defeat it for themselves if they really wanted to do so.

The amendment proposing to elect National officers by a ballot of the League members-at-large was lost.

All professional racing men must hereafter, in order to compete in sanctioned races, be registered with the Racing Board, the fee for such registration to be \$2.00.

A more complete report of the doings of the Assembly will appear in the official department.

THE Rhode Island Wheelmen, of Providence who have just taken possession of their new and elaborate club house, are about to publish a profusely illustrated history of the Club and a description of its new home.

The Boice Puncture Proof... Tire



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

SEND FOR CATALOGUE.

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

Read this from one who knows from experience:
FORT MONROE, VA., July 17th, 1897.
Mr. John R. Boice, Toledo, O.:

Dear Sir,—The tires you sent to me have been used about two months and a half. They have had hard usage over the oyster shell roads here. No cut or puncture has yet been made in them. A small wire nail was found one day sticking in the front tire. The nail was bent in all directions, but the tire itself remained uninjured. The military tire must be a punctureless one, and I heartily recommend yours for this use.

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

The Glover Perfection.



RETAIL PRICE \$3.50

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

Send for free descriptive circulars to

GLOVER CYCLE SADDLE CO., Jackson, Mich.

The Modern Version.

Little Jack Horner
Sat in a corner
Mending his bicycle tire,
He put in a plug
And gave it a tug
Then vulcanized it over the fire.

WILLIAM BODDINGTON.

BICYCLE CHIMES.

Farewell, clanging, discordant bicycle gongs! Welcome sweet, melodious bicycle chimes! For chimes it is to be if the happy example set by a bicycle club of Detroit, Mich., is to be followed. The plan is simply this: Every bicycle bell shall, in tone, harmonize with a certain note. Enough bells of different tones in a company will make it an easy matter for their owners to run the scales, play the chords, and in fact render any of the popular airs of the day, with a little intelligent practice.

Think of a company of spirited bell-ringers gliding along the leafy highways playing "Just Tell Them That You Saw Me," "Yankee Doodle," or "Home, Sweet Home"! It can be done; it has been done, and the cycle club that cannot ring the chimes, at least, may, ere long, be considered out-of-date, or, in other words, it will be behind the chimes.

League member **George F. Schreyer** remarks, "Bicycle spokes sometimes get rattled from the hub-up," and that, "An assemblage of gong-ringing cyclists may be called a he(a)rd."

The Fifty Dollar **TRIBUNE**...

The best wheel for the price in the world.

...AGENTS WANTED...

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

The Black Mfg. Co.
ERIE, PA.

The Defender,—Smooth Tread The Defender Special,— Corrugated Tread.



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

Manufactured by...

THE KOKOMO RUBBER CO.
Kokomo, Ind.

The Yale Bicycle

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

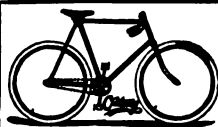
Superbly equipped, at the
popular price,

\$50.

No more elegant or serviceable mount on the market for '08 at any price. A few more agents wanted in unoccupied territory.

THE KIRK MANUFACTURING CO., Toledo, Ohio.

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



... 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.

Up-to-Date.

Said she, with a winsome, saucy smile,
As she made her cycle whirl,
And finished her two-thousandth mile,
"I'm a Twentieth Century girl?"

AS TO BIG SPROCKETS.

The present tendency to use very large sprockets is one of the many cases in connection with cycle construction in which changes in form or detail have been carried to absurd extremes. In 1892-93 eight and nine-tooth rear sprockets were in use, but they gave way to seven-tooth almost exclusively in the following years when the rage for light weight prevailed. Six-tooth, and even smaller sizes, were tried, and would undoubtedly have been used if they had been at all satisfactory. But the seven-tooth proved to be the limit, and it reigned almost supreme for several years.

Interest in chains was largely responsible for taking up the sprocket again, and those who knew the advantages of larger sizes urged their use. There are always many who carry any change in style to extremes, and many more who proceed on the assumption that if a thing is good, the more that can be had of it the better; and makers, too, who like to appear progressive and lead their competitors, catered to the growing demand by offering excessively large sizes, regardless of the advantages or disadvantages of their use. There seemed to be a growing popular demand for them, and many quickly

prepared, not only to supply it, but to stimulate it by producing still larger sizes. In fact, for many months, there has been no little rivalry to see who could turn out the biggest sprocket, or cause a sensation by the highest gear.

As far as strains upon the machine are concerned, the sizes of sprockets to be used need hardly be considered, for the differences in the case of any suitable sizes would not be sufficient to affect a properly-constructed wheel. The vital question is as to the sizes over which chains will run in the smoothest and most satisfactory manner, and with which the best pull can be obtained.

In cycling, practical experience and actual use are the tests by which the value of any features must be finally judged, and these indicate that a rear sprocket with more than nine teeth, and its correspondingly large front one, cause a certain amount of *drag* in the running of a wheel that is not present with the eight and nine-tooth sizes. The chain, also, must be longer and heavier, and there is increased weight in the sprocket wheels themselves. The difference in feeling when riding is quite perceptible, and decidedly unpleasant to those who have experienced the sensation of life and responsiveness that is found in well-designed and properly-constructed wheels of the best class. An eight-tooth sprocket is much superior to a seven-tooth, and a nine-tooth slightly better than an eight. For practical road use, experience and many tests show these sizes to be superior to all others.

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.



1898 HIGH GRADE BICYCLES

For Men, Women, Girls and Boys. Complete line. All brand new models.
\$75 "Oakwood" for \$32.50
\$60 "Arlington" for \$24.50
Others at \$15.00, \$17.00 and \$20.00
Juveniles \$7.00 to \$12.50

No Money in Advance. Write today for Special Offer.

Shipped anywhere C.O.D. with privilege to examine. Buy direct from manufacturers; save agents' and dealers' profits. Large Illustrated Catalogue Free. **CASH BUYERS' UNION, 162 W. Van Buren St., B-350, Chicago, Ill.**

ECLIPSE BICYCLES

Have the only
COASTER AND BRAKE
on the market.

Catalogue free, — your name brings it.

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



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.

A Sad Story.

The race track nearly "broke" him,
The press combined to "soak" him,
The "market" quickly "slumped" on him,
His enemies all jumped on him,
He took a despondent fit on him, —
Now the coroner's jury sit on him.

VASELINE AS A CYCLE LUBRICANT.

In reply to the inquiry by No. 42,838, a large number of letters have been received. A majority of the writers say that vaseline is excellent for bicycle bearings, and that one lubrication in six months is sufficient. The bearings should be taken apart in order to apply it. Some advise using very little, and think a few drops of oil should be added.

Others say that vaseline is not a good lubricant. No. 97,538 says, "the bearings of a bicycle are subjected to about the same conditions, comparatively, as those of a modern, high-speed locomotive; in fact, the pressure per square inch on the bearings is greater. If No. 42,838 desires some really good oil, designed for the purpose, let him go to some railroad station and obtain from any locomotive engineer some black oil — there is nothing in the market equal to it."

The matter is treated more fully by No. 105,969, who is a chemist. He writes, "an important property should be remembered, namely, its different con-

\$1.00 BUYS THE

Burdick Cyclometer.

MADE BY
EDW. MILLER & CO.
Meriden, Ct.

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

EDWARD MILLER & CO., Meriden, Ct.

New York Store, 28 W. Broadway.

Boston Store, 63 Pearl Street



BICYCLE DELIVERED FREE!



To any point east of Missouri River.
Don't be fooled by Department store gush. Buy
direct from the factory and get a year's full guar-
anty. No bicycle is worth one cent more than you
can buy it for, and when Department stores and mail
order sharks offer \$100 bicycles for \$19.37, or any
other price less than \$100, they are misrepresenting
the article and are liable to cheat you. Pay a reason-
able price and get the guaranty of a reliable maker.
Our price is \$35.00, delivered. Satisfaction
guaranteed or money refunded. Our Catalogue free.

PATEE BICYCLE CO., Peoria, Ill.

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

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 illus-
trated catalogue. Also lamps for gas-
works, breweries and carriages.

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

dition at different temperatures, all within the ordinary range of climatic variations. In midsummer, particularly when riding in the sun, vaseline will be quite fluid; while at the freezing point, and considerably above, it is a fairly stiff grease; consequently, those who tried vaseline and advised its use last July may expect to read adverse opinions in December.

"The viscosity of a lubricant should be properly adjusted to the character of the work it is expected to perform, and the less the pressure between the bearing surfaces, the thinner may be the lubricant. A clock oiled with vaseline would stop in a cool room, if it would run at all, while, on the other hand, a railway car axle lubricated with clock oil would run but a short time before becoming dangerously heated, owing to the insufficient 'body' of the oil.

"Ball bearings, instead of needing a grease, may be advantageously lubricated with an oil even thinner than would be required by ordinary bearings under the same pressure, because the constant movement of the balls causes a continual and uniform distribution of the oil, which in ordinary bearings tends to work out and is lost. For cycle bearings a good machine oil of about the same viscosity or 'body' as that sold for sewing machines is the right grade to use, and will be satisfactory in all ordinary temperatures."

Keydic Bicycles

\$21.85

Fully Guaranteed. Catalog Free.

Other New Wheels, \$17.50 up.

Second-Hand, \$5.00 up.

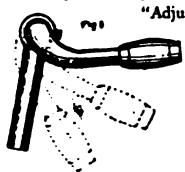
Send for **Special Lists**. Will ship C. O. D., subject to examination, on receipt of \$1.00. You run no risk.

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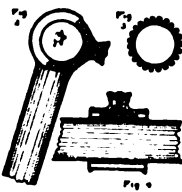
213 S. High Street . . Columbus, Ohio.

NEW YORK EVENING WORLD, JAN. 16, 1898.
UNSOLICITED.

Novelty in Adjustable Handle-Bars...



"Adjustable handle-bars of novel designs promise to be a feature of next season's wheels. Manufacturers have spent much time in trying to place on the market a handle-bar that would meet the requirements of any and every rider. An Eastern firm has partially if not wholly



succeeded, having patented a bar, the adjustment of which can be instantaneously done and without dismounting. A rider can sit erect, and, by the touch of a tooth instrument held in the front fork, the handle-bar can be adjusted as desired. This style of handle-bar will be particularly advantageous in riding against a strong wind, when it is necessary to bend low over the handle-bars to offer as little as possible area to the wind."

The firm mentioned above is J. H. BURT MFG. CO., Springfield, Mass. Get your '98 mount equipped with the Ridgway Instantaneous Adjustable Handle-Bar. For particulars, price, etc., address as above.

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We will answer all inquiries.

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PROPOSED OHIO ROAD LAW.

An act to provide State aid in constructing highways will be introduced in the Ohio legislature at the instance of the State Division, L. A. W. It calls for a State Highway Commission, of three members, who are to investigate different methods of road construction, and secure other information that will be of benefit in building and improving the roads of the State. When it is requested that roads in any section be improved, they are to investigate and decide, and undertake the work under carefully-detailed conditions. The State is to bear one-half the expense, the county 35 per cent., and the township, or owners of lands benefited, the remaining 15 per cent. No county can receive over three per cent. of the State appropriations in any one year. An annual tax of one mill, to carry out the purposes of the act, is provided for.

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.*

CONCLUDING PAPER.

The reader has, no doubt, watched some ambitious youth attempting to perform the impossible feat of "standing still" on a bicycle. However expert the rider may be, he will find it necessary to keep a constantly varying pressure on the pedals, the handles being turned in a manner we are all familiar with. In Fig. 4 is a diagram showing what

happens in this attempt to stand still. The shaded circle is intended to represent the rider, whose centre of gravity is at *c*. Here again, as with the pole and brick, we consider the bicycle deprived of weight. The bicycle is supported on the two points *d* and *e*

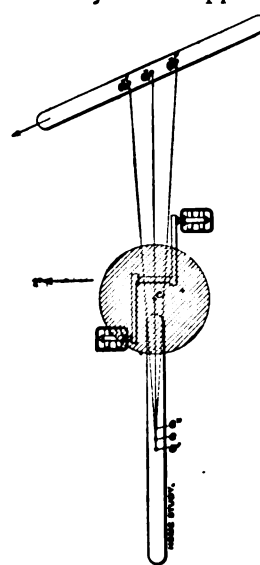


Fig. 4.

immediately under the centres of the wheels. Now, there are two directions in which the rider can fall. His centre of gravity cannot remain for the smallest conceivable length of time vertically above the line *de*. It will be moving either towards the right or towards the left of it. We will suppose the rider finds himself falling to the left, towards *r*. He instantly presses on the left pedal, causing the rear wheel to "back" very slightly, while the front wheel moves in the direction of its arrow until it rests on, say, the point *d'*. The rear wheel is now resting on the point *e'*, and the line *de* has, therefore, moved over to the position *d'e'*. This soon causes the rider to fall to the right, and then the operation just described is reversed and the line *d'e'* shifts over to *d''e''*. Thus,

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Say! You can have one of these on your wheel this year, if you say so, and if you do you will have something that you can depend on. No cheap shoddy stuff in our bars, but honest goods. Get our circular. Prices korrekt. Buy wood bars for comfort, and steel bars for hard work.

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Fairbanks-Boston Laminated WOOD RIMS are the highest grade for bicycles. Be sure you have them on your 1898 high grade bicycle. Send us your address and receive a sample section for examination.

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BADGER BRASS MFG. CO.
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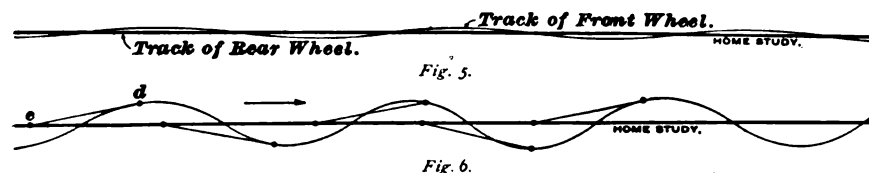
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HITCHCOCK LAMP CO., Watertown, N. Y.

in order to keep from falling, the rider moves the bicycle slightly but constantly from side to side *under himself*, just as in Fig. 3 (see L. A. W. BULLETIN, Feb. 11), the frame was moved from side under the brick, with this difference: that instead of the *ground* moving from side to side with the bicycle, as the stick did with the frame and brick, the bicycle, being upon wheels, *rolls upon the ground*, thus attaining the same end.

But how about the bicycle when traveling along the highroad? Surely this is quite a different matter. Not at all. It is exactly like running with the



frame and brick in Fig. 3, except that instead of the ground swaying from side to side and carrying the bicycle with it, the wheel rolls over the ground in a path which causes it to sway from side to side all the time. If we examine the newly made track of a bicycle on a straight piece of road, we find that the track of the rear wheel is nearly straight. Now

"DUBLEOOK" BICYCLE HOLDER.
(Trade Mark and Patented.)
Fine for storing one or more wheels, and for easy cleaning it can't be beaten. Nicked and complete as shown. Sent postpaid for **50 cts.**

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..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.

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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.

Are Your Spokes Rusty? Put **ALUMINUM LACQUER** on them. Jobbers, put it on your list. A postal brings circular and coin holder; 35 cents brings brush and bottle, enough for one machine.

The Colophite Mfg. Co., 440 Elm St, New Haven, Ct.

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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Patented May 11, 1897.

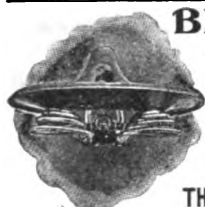
BERNASCO ADJUSTABLE BICYCLE SADDLE.
No freak, but all common sense. Built on entirely new principle. Best anatomical saddle ever produced. No metal edge to chafe. Does not irritate or bruise. Price **\$3.50**, sent C. O. D. with privilege of inspection.

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

we know that, in obedience to Newton's first law of motion, which says, "all bodies continue in a state of rest or of uniform motion in a straight line, unless acted upon by some external force which compels a change," the rider himself tends to move in a straight line, but we find that the track of the front wheel crosses and recrosses the other track at almost regular intervals, as shown in Fig. 5. What does this mean? It means that, unconsciously, the rider has been turning the handle-bar first one way, then the other, to keep from falling. Fig. 6 shows the result very clearly, the curved track of the front wheel

being exaggerated for the sake of clearness, and the track of the rear wheel being drawn straight, although in reality it is slightly curved. As before, *de* represents the line joining the points where the

wheels touch the ground, *d* being vertically under the hub of the front wheel. When traveling in the direction of the arrow, the position of this line is constantly changing, being first on one side and then on the other of the track of the rear wheel. Now, remembering that the rider moves in a path which is approximately straight, it will be seen that



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PRICE EXPRESS PREPAID:

Extra wide for heavy weights.....\$3.50
Gordon, ladies' or men's, plain or coiled springs, 3.00
Expert No. 1 (Gordon shape), best grade..... 2.00
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THE BECKLEY-RALSTON CO., 161 Lake St., Chicago.

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.
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"SAY" use your own SOAP SHEETS. 50 in book. Just what you need to carry with you; fits vest pocket. Invaluable.
Cost ten cents each. Send 25 cents for 3 by mail, postage paid. Agents, start a good business with small capital. Dealers, why don't you carry this?
Free Samples to Clubs. SAVONOID MFG. CO., 23 Barclay St., New York.

\$500 REWARD!

We will wager \$500 that no bicycle manufacturer in America is producing a High Grade Bicycle equal to our 1926 American Special, on which has been placed a price of \$35 and is offering to the general public, to all alike. Further, that our

BICYCLES AT
\$17.50 \$22.50 \$30.00 \$35.00

Are better bicycles than can be bought in America for the same money.

We employ no traveling men, issue no expensive circulars, sell our entire output to the riders for cash only, have no bad debts, hence other manufacturers must charge 100 PER CENT. more for Bicycles of an equal grade. We never deceive the public. No one can succeed in so doing. Our bicycles are sent subject to approval without any advance whatever. We expect to sell 15,000 bicycles in 1926 and we only want to make \$1.00 each. We much prefer to sell 15,000 at a profit of \$1.00 each than 1,000 at \$15 each. Any prices above ours made by other concerns are made so by extravagant expenses, and don't let anyone convince you that you should pay for extravagance and bad debts of others. Buy of the maker and save your money. SEND FOR CATALOGUE AT ONCE. So. High street.

AMERICAN MACHINE COMPANY, Columbus, Ohio.

League Tire PRIZE DESIGN CONTEST

- First Prize:** JOHN T. Chambers, Pittsburg.
(No. 116,504.)
Second " H. Seldenstricker, Buffalo.
(No. 155,319.)
Third " F. W. C. Hessler, Philadelphia.
(No. 167,225.)
Fourth " M. E. Griffin, Auburn, N. Y.
(No. 178,016.)

After carefully examining and comparing the numerous designs submitted, I find the above gentlemen to be entitled to prizes in the order mentioned.

(Signed) W. J. MORGAN, Referee.

NEW YORK BELTING & PACKING CO. LTD.

25 PARK PLACE, NEW YORK.

the bicycle really sways from side to side under the rider, just as the frame in Fig. 3 sways from side to side under the brick.

The reader may now ask, How can the above explanation apply when the rider lets go the handle-bar and rides with his hands in his pockets? At first this question may seem a poser, but one has only to watch a rider doing this to see that the swaying of the bicycle from side to side is more marked than ever. It requires a little practice to ride without the handle-bar, because the rider has to learn to change the direction of the wheel by varying the pressure on the pedals.

Sometimes, however, we see a rider, when coasting, apparently dispensing with all means of guiding the front wheel, for his hands are in his pockets and his feet are on the rests. Here again, however, the same explanation holds good, for the foot-rests are attached to the fork of the front wheel and, by varying the pressure upon them, the front wheel is turned first one way, then the other, as before.

It was probably an appreciation of the correct answer to the question forming the title of this article that lead a certain firm to devise the apparatus shown in Fig. 7. This arrangement makes it possible to ride a wheel straight ahead at full speed and for an indefinite length of time, without moving ahead at all. The illustration needs little or no explanation. The rear wheel of the bicycle drives the rollers that it rests upon, one of which drives the

roller on which the front wheel rests, so that all the rollers rotate in the same direction.

The sensations of the rider are very much the

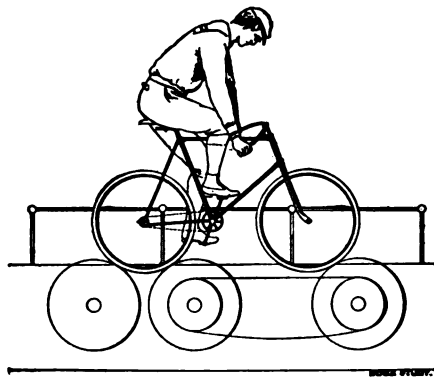



Fig. 7.

same as if he were bowling along a smooth asphalt pavement, except that there is no rush of air past him. Viewed from behind, the bicycle is seen to sway from side to side under the rider, the side movement of the front wheel being much more marked than that of the rear wheel. A moment's thought will convince the reader that this is similar to what takes place when a rider attempts to stand still on a bicycle, as already shown in Fig. 4.

Indeed, the device may be called a "standing still" machine, for the rapid rotation of the front wheel compels it to "answer" immediately to the



\$20

\$25

\$30

\$50

\$75

The Crescent Bicycle is more largely used in this country than any other. This leaves little more to be said. Crescent Bicycles stand up and Crescent prices are never cut. * * * *

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Western Wheel Works

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MERIT will count **IN THE LONG RUN.**

More points of Merit are found in the '98

"Imperial's"

—the go-lightly kind
than ever before. The highest possible standard is
always maintained.

Prices, **\$50** and **\$40**

Send for Catalogue.
*Liberal Discount to
Reliable Agents.*

AMES & FROST COMPANY, Chicago.

ALLERTON • The kind the riders ask for
and come back again to buy.



WHY?
164 Franklin Street, New York.

\$50 Buys the Best **Eagle Bicycle** **\$35**



for good reliable up-to-date '98 Models.

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

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

Agents Wanted in every town. Catalogues ready.

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

slightest turning of the handle-bar, and thus the rider is enabled to keep the bicycle under himself with but little side to side movement.

As a racing machine the device at one time attracted considerable attention. One of the rollers was attached to a huge cyclometer, so arranged that as the miles were reeled off they were indicated on a large dial, so that the spectators could watch the progress of the various contestants, and many exciting races took place.

Some time ago the writer, after a full consideration of the above arguments, undertook to teach a nervous girl of 15 to ride a wheel, promising that he would make her a rider in ten minutes. This girl had made several unsuccessful attempts to learn, having been held on, half an hour at a time, to no purpose. A succession of tumbles had made her exceedingly nervous, and she was almost afraid to look at a bicycle. However, it was promised that she should learn in ten minutes without a single fall, and the attempt was finally made. The girl was told to "wiggle" the handle-bar vigorously and rapidly, first one way, then the other, the writer promising to hold on firmly to the saddle-post and so prevent the possibility of a fall. The argument was that by thus causing the bicycle to sway from side to side, the girl would unconsciously learn the advantage of *keeping the bicycle under herself*, instead of attempting to keep herself over the bicycle. The method proved successful. During the first three minutes the path of the bicycle was the most extraor-

dinarily tortuous and uncertain that it was ever the lot of man to behold, but a command to "wiggle less" was instantly obeyed, it soon became unnecessary to hold the saddle-post at all, and in less than eight minutes the girl rode with safety and confidence, and learned to mount five minutes later. Since then the writer has given the method numerous tests, always with the same success.*

* The foregoing article is reprinted from the *Home Study Magazine* by permission of its proprietors, the Scranton (Pa.) School of Correspondence.

Our roosters always fought, the chaps
Can never quite forget to
But since we've fed the fowls on "scraps"
The hens have had a set too.

A League member says that if suitable good roads legislation is much longer delayed, hereafter "we shall undoubtedly be selfish enough to be earnest advocates of cycle side-paths."

If you find the League is good for you,
Then ask your friends to share it, too.

Rapid Transit is the Advance Agent of Civilization.

"I'LL put you down for a good fat figure!" said the whale as he swallowed Jonah. "Don't you think you'd better cast up your prophet," pleaded the latter.

Frank Fowler's Weekly

ILLUSTRATED

Devoted to the interests of the "One-Profit" Truss Frame
Fowler, and its Friends—the Riders.

WE SELL DIRECT TO THE RIDER.

Volume 1.

Address, 130 to 136 W. Washington St., Chicago, U. S. A.

Number 6.

PUBLISHED WEEKLY

BY

FRANK T. FOWLER,

Proprietor

Fowler Cycle Works

... CHICAGO ...

Side Talks with Riders.



I want to tell you something—and ask you a question.

More than 350 first-class agents and jobbers in the United States applied to us for agencies within twenty-three days after we announced '98 Fowler specifications; the wheel to sell for \$60.

Isn't that wheel, identical in every particular, a good wheel

TO
BUY
DIRECT
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NOW? } **\$43.50**

It's the same good, honest, up-to-date bicycle that agents and jobbers everywhere wanted.

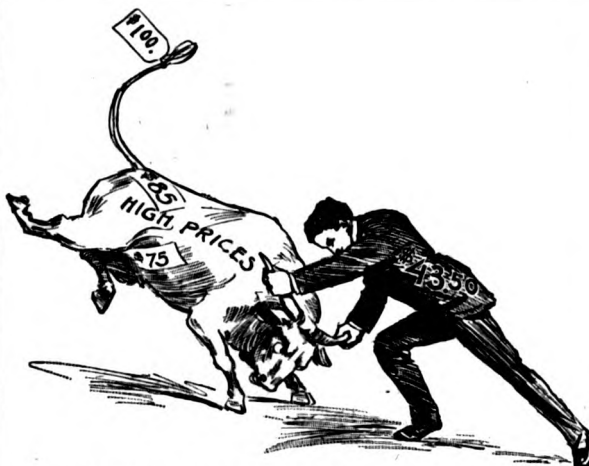
If it was good enough for the agent to sell for \$60, why,—I repeat it,—why isn't it good enough for you to buy at \$43.50?

I'm curious to know if you have any question on your mind after reading my arguments. Won't you write to me?

FRANK T. FOWLER.

SEND FOR IT.

OUR LITTLE BOOKLET tells all about the new Fowler plan and '98 models with choice of everything best for **\$43.50**



Frank T. Fowler entered a new "field" recently and "took the bull by the horns." This bull had menaced the public for a long time, but the "others" were afraid to tackle him alone. It has remained for the veteran Frank T., the "only original Fowler man," to serve the public in the way he is serving it now. Do high prices protect the public? "In a horn!" No, no! It's time to get down to bed-rock, and the '98 Truss Frame Guaranteed Fowler at \$43.50 to all alike—"gets there!"

Write for "Frank Fowler's New Book," showing full specifications.

"The Arnica Laugh."

A woman dissembles.

When she slips on a wet sidewalk and falls, does she complain?

Not a complain.

She laughs merrily. But when she gets home out of public sight, she hunts around for the arnica. That was an arnica laugh you heard. It's a good deal that way with the recently prevalent "Bicycle Bruise."

When Frank T. Fowler announced the new Fowler way of selling the Fowler direct to the rider for only \$43.50, his competitors "tumbled" to the wisdom and justice of that policy.

And they laughed in public,—but, dear reader, that was an Arnica Laugh!

"Hurt" as they are, there's no available remedy.

This is the Only Dose in Sight!

Our plan serves the interest of the public—YOU.

If interested in the new wheels and our new plan, let us send you further particulars.

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Cyclometers...

AMERICAN
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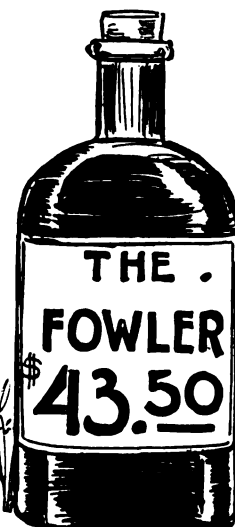
50 cents each

Take your choice.
We prepay
postage.

NEW DEPARTURE
BELLS

45 cents each,
(postpaid.)

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A MODERATE MUSE.

NIXON WATERMAN.

REAL genuine poets have bushels to say
Regarding the heart and the soul.
They rave and they rant in a terrible way,
For the muse is beyond their control.
I'm quite well aware I'm not in it with such
As those who with genius are thrilled,
For somehow my life does n't bother me much
If my stomach is comfortably filled.

They tell me true poetry has to be sad
In order to have it O. K.;
You've got to appear to be bilious or mad
And smash everything in your way.
But somehow my muse is so docile and mild
And my pleasure so full and complete,
I feel just as glad as the happiest child
If I just get a-plenty to eat.

I've loved and that sort of a thing, now and then;
In fact I've been in it quite deep.
I've been jollied and jilted, yes, time and again,
But I never have lost any sleep.
My heart, I observe, keeps a-thumping along
In its old-fashioned, business-like way,
And to me all the world is filled up with a song
If I just get my three meals a day.

EVOLUTION OF THE CYCLE.

IX. Birth of the Bicycle.

1866-1874.

The transition of the velocipede into the bicycle took place gradually as parts of the old machine were modified; improvements in methods of construction devised, and alterations made in its form, during a period of about ten years.

From the time that the velocipede first appeared in England suggestions for its improvement were made, and, in the Fall of 1865, contributors to the *English Mechanic* commenced a discussion which brought out some valuable, and many absurd, ideas. In April, 1866, an unknown genius suggested an endless chain for driving purposes; a two-speed gear was proposed; metal wheels, with steel rods for spokes, and half-round iron tires, were urged, and, in May, a crude suspension wheel was designed by S. Maddison.

Actual progress in construction, however, was slow

at the outset, though it was not very long before gutta-percha tires, nailed to the felloes, replaced the iron bands. Then J. Hastings stretched flat rubber tires upon the rims and cemented and nailed them on, about the time, or soon after, Bradford suggested and Edwards tried something of the



PHANTOM—1869.

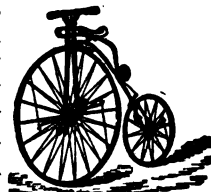
same kind in the United States, and the same year, 1868, E. A. Cowper improved Maddison's suspension wheel and introduced "anti-friction" roller bearings.

On March 31st of this year L. F. A. P. Riviere, of Middlesex county, described a machine of his de-

gn, in which the front wheel was to be somewhat larger than the rear one, and which contained pretty much all the features that the velocipede developed, but he does not appear to have done anything with it.

In spite of their drawbacks, a good deal was accomplished on the crude machines of the time. A writer in 1869 tells of "a recent velocipede steeplechase at the gymnasium at Liverpool which showed that the bicycle could perform wonders, going easily over large, thick mats and planks spread about, without upsetting the riders, as many as three mats being cleared at one time in excellent style." He also records that "123 miles have been accomplished within 24 hours, and that 50 miles in five hours have been repeatedly accomplished."

The first machine in which radical departure from the velocipede type was made was the Phantom, brought out in the Spring of 1869, by Reynolds & May. It probably received its name from the airy appearance it presented in contrast to the velocipedes, which were becoming popularly known as "boneshakers" and "timber-trucks."



ARIEL—1872.

The Phantom had wire "suspension" wheels, and wood rims, to which rubber tires were attached—some early writers say by cement, and others by nails; probably both means were used, as was done in other cases. On the inside of the rims were staples through which the wires forming the spokes were passed, and the ends of the loop, so formed, were carried back and secured at the hub. In "suspension" wheels, the weight of frame and rider is suspended from the uppermost portion of the rim by the spokes above the hub; while, in wooden wheels, the load is carried on the solid spokes which are immediately beneath the hub.

The steering of the Phantom was unique. A vertical seat-pillar divided the diamond-shaped frame, and on this pillar the rear portion of the frame was pivoted. The machine was thus practically double-steering, the two wheels tending to go in different directions. It was difficult to steer it, and this peculiarity prevented it from becoming popular, in spite of its superiority, in many respects, to the old velocipedes.

About this time, Magee, in Paris, was building the first machine having a tubular frame, and composed wholly of metal and rubber. His front wheel was increased to 48 inches, and the rear one reduced to 24, so that, for the first time, the real shape of the forthcoming bicycle began to appear. The lines he adopted were thereafter followed by English makers.

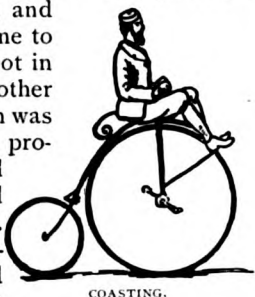


LEARNING TO RIDE.

In June, 1869, some machines were brought together in Studley Royal Park in competitive exhibition, for cash prizes, the points of excellence considered being: 1, leg guards; 2, double-bearing saddle-springs; 3, self-acting lubricators. A few

ances were also held, and later in the season several makers showed machines at the Crystal Palace. The term "bicycle" was coming into use, and in April, 1869, it appeared in the specifications for a patent filed by J. I. Stassen, but the new name had not yet been generally adopted.

The ordinary style of pedal, or "slipper," used was weighted, so as always to present its single bearing-surface to the rider. In 1869, three-sided wooden pedals, with circular brass flanges at ends, were introduced. These were afterwards made entirely of brass and were much used. It was stated at the time that "they are so shaped as to allow of the use of the *fore-part* of the foot, bringing the ankle-joint in play, relieving the knee, and rendering propulsion much easier." They were hardly successful in this respect, however, and riders continued for some time to use the hollow part of the foot in pedaling. In June, 1871, another attempt in the same direction was made by H. J. Grout, who proposed to cover a flat pedal with rubber, so that the ball of the foot could be used. Soon after, he vulcanized rubber tires into crescent-shaped steel rims; but he may have been anticipated in this also, as it is said to have been tried in France in 1869.



In 1872, the first real bicycle appears in the Ariel, brought out by Smith & Starley. The large front and small rear wheel were adopted; the frame was metal; double wire spokes and steel rims were employed and at the axle of each wheel was placed a lever bar, the ends of which were connected with the rims by "lever tension spokes," as shown in the cut. These "lever tension spokes" were rods, placed at right angles to the lever, one end secured to the rim and the other ends passing through holes in the outer ends of the lever. Thumb screws on the ends of these tension rods, or spokes, allowed the lever to be screwed up, thus exerting great force on the hub, which was partially twisted round, and the spokes thereby brought simultaneously to any degree of tension, and afforded "a medium for the direct transmission to the felloe, without strain upon the spokes, of all power put on the cranks." A mounting step was attached to the backbone just above the rear wheel, to which also a brake was applied, connecting with the front handle by a cord, and the front forks were carried up all the way to the handle-bar.

Not long after, Starley designed the Spider for the Coventry Machinists Co. This wheel had single spokes, alternating at the hub, secured by small screws or nipples, and discarded the extra "lever tension spokes" of the Ariel; and long arms carrying foot-rests, as shown in the picture, were added for coasting purposes. The appearance of a rider of these first high wheels, as of "a man a-ridin upon nawthin," is probably responsible for their names. The high wheel, or "ordinary," type was still fur-

ther emphasized about this time by Merchegay, in France, who increased the difference in size of the two wheels and brought the rider closer to the head.



LADY'S ARIEL.
1874.

In 1873 the possibilities of the bicycle were first demonstrated by a trip made from London to John O'Groat's by a party of four who covered the 861 miles in fifteen days, and established the first record between those points. The trip was said to have been promoted, and the expenses paid, by Thomas Sparrow, a London manufacturer, who afterwards built a machine called the "John O'Groat's."

In 1874 James Starley again appears, this time with a machine for women. It had a large front wheel and a small trailer; but the rear wheel was not in line with the front one. It was attached to a horizontal arm, 12 or 15 inches long, so that a two-track machine was produced. The rider's seat was supported by a sort of angle-bracket, in front of the rear wheel, and somewhat to the left of the large wheel, and the machine was driven by an ingenious arrangement of cranks and levers. Unfortunately it did not prove practicable.

Wooden velocipedes had now ceased to be manufactured and were rapidly being driven out of the market, and the attention of old and new makers alike was devoted to improving the new and popular type.

A HIGH grade bicycle and a road without high grades make a good combination.

Of all strange ways of making money the counterfeiter's is about the queerest.

WHEN angry one should count ten before he speaks. This gives one time to think up something mean, cutting and to the point.



FRANK FOWLER'S NEW BOOK.

When Frank Fowler writes a book with the Bicycle for a subject—and especially when that Bicycle happens to be his pet "One-Profit" wheel—you may be wholly certain of finding entertaining reading matter between its covers. It's small—as a book; but it's "large" as an eye-opener to bicycle buyers and the public in general.

Fowler's new book is in preparation now. If you want a copy of the first edition, get your address in at once. Send a postal request for "_____."

Address, FRANK T. FOWLER, Proprietor Fowler Cycle Works, 136 West Washington St., Chicago.



BURNED CLAY FOR ROADS.

[From a paper by Fawcett Plumb, read before the Illinois Clay Workers' Association, and published in *Brick*.]

The great enemy of good roads is water — water mingled with the clay mechanically, and water combined with the clay chemically. The former is to be dried out and drained out of the road-bed. The latter can be got rid of only by burning. I shall not discuss the value of drainage to accomplish the former, but will take up the subject of burning clays to make better road material.

Plastic clays and bad roads are always closely related. You find the one and you have the other. Get rid of the plasticity in the clay and you at once improve it as a road-making material. Chemically combined, water may not be the cause of plasticity in clay, yet if you drive out this chemically-combined water by heat, the clay changes its character and becomes non-plastic. Its plastic character cannot be restored again even by subsequent pulverization.

Driving off chemically-combined water by heat causes a series of physical changes in the product, increases its hardness and brittleness, causes a change in color, and a loss of plastic quality. The result is a product approaching in value that of gravel for road-making purposes.

Gumbo is a dark, plastic, tenacious clay, carrying from two to five per cent. of carbonaceous matter. When burned this gumbo changes to a dull brick-red color, breaks up into small blocks, and not only makes a satisfactory railroad ballast but is also used for walks and roadways near the place where burned. In the State of Missouri no less than eight railway companies are burning gumbo for railroad ballast.

The burning of clay for railway ballast is carried on in this State in a less number of places. In some of our coal-mining towns the shale clay, sulphur lumps, and fine coal mingled therein, thrown out in great heaps, in some instances has ignited, burned out, and oftentimes has been used for road purposes with considerable satisfaction. As to the value of the latter, much depends on the character of the shale and amount of burning it may receive. I am informed that it is a common practice in England to burn clay in large heaps to secure good material for walks and drives.

In the foregoing, we have enough to suggest the

problem of burning our common surface clay for road-making material in places where gravel cannot be readily obtained. I am sanguine enough to believe that it can be successfully done, and at a comparative low cost; that the clay can be taken from the road-side ditches, burned into suitable condition and deposited along the roadway just where needed for use.

Several plans have been suggested by which this burning can be done. One is that a long row of clay be burned without any preparation, somewhat after the plan of burning gumbo for railway ballast, and burned on the roadway where needed. Another is to burn it at some great pit in somewhat the same manner and then haul the product to the place of use. I shall offer for consideration a different and novel scheme for doing this work. Machinery will be called into use, of a well-tried type. A kiln is to be used in which much of our past experience will be made available.

The novelty we offer then will be the fact that our kiln is to travel when at work and in use. Such a kiln will be bound with sheet iron, lined with brick and placed on a heavy set of trucks, and immediately connected with it in front as it shall move along the road will be another strong, four-wheeled truck which is to carry the power and machinery for working the clay. The clay is to be taken from the roadside ditches, pugged and moulded into hollow form, somewhat like miniature drain tile of about three-fourths of an inch inside diameter and two or three inches outside diameter, cut into lengths of, say, two inches. This particular form is suggested as one best adapted to rapid drying and ease of burning. This kiln should be some ten or twelve feet in diameter at bottom and from fifteen to eighteen feet high, having a taper to a slightly smaller diameter at the top.

The kiln should have a short stack on the top to aid the draft in burning. When in active operation the lower part of our kiln will show a heat fully up to 1,200 degrees; that degree of heat necessary to drive out of the clay the chemically-combined water, and a less degree of heat as we near the top of the kiln, until at the extreme top we shall find the green material being water-smoked and dried out, or the moulded material just dropped into the kiln from the mill. The fuel to be used will be a good article of coal slack finely pulverized. This fuel will be mingled with the moulded clay as it falls into the kiln. As this kiln and machinery is slowly propelled over the highway, 50 or 60 feet per day, there will be discharged from the bottom of the kiln the requisite quantity of burned material to veneer the road with burned clay for the determined thickness and width of road.

If we have determined to make our road veneer nine feet wide and eight inches thick, then we must use six cubic feet for each foot of road passed over. Fifty feet of road daily calls for 300 cubic feet of burned clay. It will take about eight cubic yards of clay from the roadside ditches to make this 50

feet of roadway. In two hours' time the moulded material will be dried out, after being deposited in the top of the kiln, on account of the extreme heat coming up from below, and in six to eight hours the water-smoke will be driven off, and in 24 hours thereafter the chemically-combined water will be driven out. More time must be allowed if a burn approaching that of vitrification be expected.

It is quite likely that our kiln should hold twice as many cubic feet of material as we wish to produce daily, so that we can retain the mass under heat 48 hours.

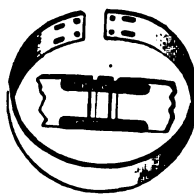
Some question may come up as to the quantity of fuel consumed in such a kiln. Our experience has been that one pound of good soft coal will burn four pounds of shale or clay to vitrification in our common round or square down draft kilns, taking such kilns to start with cold. In a continuous kiln which utilizes the heat more perfectly, using, as it does, the escaping heat to dry out and water-smoke the contents of the kiln, one pound of good, clean coal slack will burn 15 or more pounds of clay into well-burned brick. Since 1,200 degrees of heat is all that we require in our proposed process, and since we, too, shall utilize the escaping heat, we can reasonably expect as good results as in continuous kilns. One hundred and twenty-five tons of good soft coal will burn clay enough to make one mile of roadway 10 feet wide and eight inches thick. One team, one machine man and two clay diggers will make all of the force required to run this traveling kiln.

I might add much more in detail as to manner of pulling this kiln forward as the work proceeds; the plan of running the clay through the auger mill, the plan of cutting the stream of moulded clay into short pieces, and the elevating them to the top of the kiln, the plan of aiding the draft of the kiln where necessary, the plan of supplementing the firing of this kiln, the proper method of discharging the burned product as the kiln moves over the roadway, the weight and probable cost of such a kiln, etc., but this must suffice.

I have submitted the barest outline of this jointed, eight-wheeled, self-propelling, clay-eating monster. I have much faith in its practicability. In the near future I shall expect to see one or more of these traveling kilns at work in a single township preparing road-beds, which will be far better than any dirt road we now have and which, under the wholesome treatment that shall be given such roads by the use of wide tires, and aided by proper drainage, will make the model country road at a minimum cost.

Roads which follow old routes and travel from hill to hill wear out wagons and horses at a rate that taxes farmers, and all others who use them, more than good roads would cost them.

It is said that roads running north and south dry first on the east side. Can any one tell if it is so, and if so, why so?



Whipple Detachable Wide Tires

Over 500 sets in use. Have been tested and met with approval from Coast to Coast. The low price overcomes the excuse of continuing the use of narrow tires. Those interested in good roads please investigate. Agents wanted.

Address, E. E. WHIPPLE, Utica, N. Y.

ROAD INSTRUCTION AT CORNELL.

In the near future, says No. 125,425, it seems more than probable that courses on the science and art of road-making and maintenance will be added to the curriculum of the College of Agriculture at Cornell University. This addition was suggested by the Good Roads Association of New York State, and has received the approbation of President Schurman.

COUNTRY DOCTORS AND BAD ROADS.

The condition of country roads affects the rural doctor perhaps quite as much as anybody, especially as his duties compel him to use them pretty constantly, no matter what shape they may happen to be in. A Bloomington paper says that a physician in a small Illinois town has lately had life made a burden to him by the roads over, or rather *through*, which he has had to travel. "In some places the mud is actually a foot-and-a-half deep. It is at times almost impossible for a horse to get through it. Yet he has calls to make a distance of ten miles or more over that kind of roads. Recently he was on a good horse galloping through the mud, in spite of the fact that, at every jump the horse went over his ankles, — when the horse slipped and fell. The doctor was thrown bodily over a ditch of water, while the horse went into the ditch head first. The soft ground let both rider and horse escape unhurt, but they were both so covered with mud that it was impossible to tell what color they were. The doctor had on a waterproof and did not get wet. He caught the horse, mounted and went on. It was not an unusual occurrence."

ROAD-BUILDING PERIODS.

In an interesting article on "Ancient and Modern Highways," by C. L. Whittle, in the *New England Magazine* for February, the writer divides the history of road-building, as affected by various uses, into three periods: 1, During the reign of the Egyptian and Assyrian Kings; 2, Beginning with the rise of Carthage, and continuing through the rise and fall of the Roman empire; 3, Beginning in France, with the roads "conceived by Napoleon and executed by Tresaguet;" then by McAdam and Telford in England, afterwards on the Continent, and now in the United States.

Wet weather roads are what are needed. It is easy to make roads that are good in dry weather, but to make them good in the wet season requires knowledge and skill.

League of American Wheelmen

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CINCINNATI, Feb. 7, 1898.

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KEYSTONE, No. 2,309. Edw. Knapp, 991 No. 5th,
Philadelphia, Pa.

COLUMBIA, No. 15,901. Theo. C. Ulmer, 2,133 No.
19th, Philadelphia, Pa.

KENTUCKY DIVISION.

Every member of Kentucky Division has been furnished with a blank, together with a circular letter, requesting a list of names of non-members. A prompt compliance with this request will materially aid in increasing our membership, which will enable us to secure many benefits which we do not now enjoy.

The moral force of numbers is incalculable, but individual effort is necessary to the accomplishment of results, and it is hoped that every member of Kentucky Division will endeavor to aid in building up our membership to a point where our numbers will command respect and assure us the privileges now accorded wheelmen in more favored States.

Kentucky Division is well organized for effective work in behalf of wheelmen and good roads, and the results this year should be greater than ever before, but officers and committees can accomplish little without the active co-operation of the individual members. Each new member adds strength to the division and contributes to the attainment of the great objects of the organization, and it is hoped that each member will make a special effort to obtain at least one new member before the opening of the active riding season. As memberships expire, each member should strive to secure one application to send with his renewal.

OWEN LAWSON, Sec.-Treas.

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.

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..... State.....

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

City.....

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.

Write Plainly on Blanks.

Printing Preferred.

Remit by P. O. Money Order.

RENEWAL LIST NO. 6.

Including renewals from Feb. 7th, 1898, to Feb. 11th, inclusive.

Alabama	1	New Jersey	32
Arizona		New Mexico	
Arkansas		New York	90
Colorado	4	North California	3
Connecticut	8	North Carolina	1
Delaware		North Dakota	
District Columbia	1	Ohio	15
Florida		Oklahoma	
Georgia	6	Oregon	
Idaho		Pennsylvania	35
Illinois	14	Rhode Island	8
Indiana	5	South California	7
Iowa	3	South Carolina	
Kansas		South Dakota	
Kentucky	2	Tennessee	
Louisiana	1	Texas	2
Maine		Utah	
Maryland		Vermont	2
Massachusetts	28	Virginia	1
Michigan	5	Washington	1
Minnesota	1	West Virginia	1
Mississippi		Wisconsin	1
Missouri	16	Wyoming	
Montana	4	Canada	
Nebraska		Foreign	
Nevada		Mexico	
New Hampshire	1	Indian Territory	
			312

NATIONAL ASSEMBLY.

The report of meeting at St. Louis will be published next week. This week we publish the statistical reports presented at the Assembly.

AUDITORS' REPORT.

To the President and Members of the National Assembly:

GENTLEMEN:—The Auditing Committee have duly examined the books and vouchers of the several departments of the League, and submit the statements contained herein, for your consideration.

The books and accounts of the Secretary and Treasurer are the only ones that seem to have been kept in a satisfactory manner. We regret to say that the Secretary of the Executive Committee did not seem to have deemed it necessary that a record should have been kept by him, of any financial matters passing before that Committee, that is to say, his record is so fragmentary that it is of no assistance to this Committee, in their work. For this reason the Committee has been compelled to depend upon the Treasurer's vouchers for an account of the appropriations made by the Executive Committee.

We would repeat the criticism made last year, viz.: "We regret to say that in time past, retiring officials and Committees have not seen fit to pass over to their successors in office the books of record and vouchers, as should have been done." We would recommend that the Executive Committee be directed to see that in future all books, vouchers and League furniture and effects in possession of officials or Committees are turned over to their successors, and that the Secretary of the Executive Committee be directed to keep a record of all appropriations made and bills approved. This is a matter of the greatest importance, since the League is now receiving and expending very large sums annually, and we do not believe its import is fully realized by the Assembly. We would request that the matter be given serious consideration, and not be dismissed as unimportant.

The Committee suggests that hereafter no ex-official be allowed traveling or other expenses, to, from or during an assembly, it being the opinion that these allowances are injudicious precedents.

It has been found that for some time past each incoming Racing Board has been embarrassed by the lack of funds in the early part of its term, or before the racing season opens, there being no available funds for necessary operating expenses, and the Committee recommends that suitable appropriation be made out of moneys on hand as a reserve fund, to be used until the regular income is available, and then be returned to the account from which it was appropriated.

All of which is respectfully submitted,

J. FRED ADAMS,
JOHN J. VAN NORT,
GEO. L. MCCARTHY,
Auditing Committee.

Abbot Bassett, Secretary, in Account with the League of American Wheelmen.

From January 1 to December 31, 1897, inclusive.

RECEIPTS.	
Balance, first of month	\$1,753 46
Applications	95,887 75
Renewals	36,012 75
Subscriptions	25,247 50
Back Dues	759 55
Fines	402 15
Holders	655 20
Buttons	584 25

League Clubs	508 00
Veteran Bar	194 75
Ribbons	623 14
Merchandise	487 23
Cards	20 30
Transfers	26 50
Tickets	38 90
Divisions	2,377 01
Sterling Elliott	217 10
Total Receipts	\$166,795 54

PAYMENTS.	
Divisions	\$91,504 42
Bulletin account	39,239 90
Salaries	\$3,715 97
Stationery and Printing	2,000 84
Rent	660 00
Card Index	290 48
Secretary's Bond	56 25
Gas	20 17
Janitor	24 00
Towel Supply	26 00
Secretary's Traveling Expenses	28 50
Taxes	6 50
Miscellaneous	84 84

Duplicates	85 00
Postage	2,504 50
Abbot Bassett	3,000 00
Holders	534 25
Buttons	1,381 07
Treasurer	15,000 00
Veteran Bar	162 00
Ribbons	513 05
Merchandise	1,305 41
Subscriptions returned	14 25
League Clubs	40 00
Racing Board	28 62
Total Payments	\$162,316 02
Balance on hand	4,479 52
	\$166,795 54

E. S. Hartwell, Treas., in Account with the League of American Wheelmen.

From December 31, 1896, to March 24, 1897, inclusive.

Vouchers to 51 to 66 inclusive.

RECEIPTS.	
Balance from old account	\$3,216 37
Abbot Bassett, secretary	3,000 00
Interest on deposits	165 29
	\$6,381 66

PAYMENTS.	
Meyer Rotier Printing Co., printing	\$4 00
Boardman Engraving Co., printing	2 50
Misses Brown and Davis, clerical service	10 00
Milwaukee Tel. Publishing Co., printing	7 50
W. M. Foster	15 90
Otto Dornier, acct. Highway Improvement Com.	12 20
W. F. Vanden Honter, printing	14 50
Albany Y. M. C. A., rent	45 00
Parker G. Reed, com.	90 50
Adah James	10 00
Charles F. Cossum, first vice-president	74 47
Sterling Elliott, president	354 51
The Curtis Publishing Co., printing	25 00
Abbot Bassett, secretary	17 00
Emma M. Conway, stenographer	5 00
Albany Y. M. C. A., rent	3 15
Remitted to J. M. Clendening	5,690 43
	\$6,381 66

J. W. Clendening, Treasurer, in account with the League of American Wheelmen.

From March 25th to December 31st, 1897, inclusive.

Vouchers Nos. 1 to 91 inclusive.

RECEIPTS.	
From E. S. Hartwell, Treasurer	\$5,690 43
Abbot Bassett, Secretary	15,000 00
Good Roads Banquet Tickets	48 00
Interest on Deposit	163 85
Check No. 59 returned	80
Total receipts	\$20,903 08

PAYMENTS.	
Sterling Elliott, President:	
Expenses Good Roads Exhibit	\$16 13
Traveling and Hotel Expenses	44 15
	\$60 28
I. B. Potter, President:	
Traveling and Hotel Expenses	\$75 43
Stationery	2 75
Allowance	1,500 01
	\$1,578 19
A. C. Morrison, First Vice President:	
Expenses	\$140 08
Stenographer	6 50
Stationery and 4 Vol. Bulletins	8 50
	\$155 08

C. Frank Kireker, Second Vice-President:	
Expenses	\$48 05
Executive Committee:	
Telegraph, etc.	\$8 95
E. S. Hartwell, Treasurer:	
Traveling and Hotel Expenses	\$150 35
J. W. Clendening, Treasurer:	
Postage and Stenographer	\$10 30
Treasurer's Bond	75 00
	\$85 30

Abbot Bassett, Secretary:	
Traveling expenses	\$59 50
Auditing Committee:	
J. Fred Adams, Traveling and Hotel Expenses	\$56 25
J. J. Van Nort, Traveling and Hotel Expenses	42 75
Henry Gallien, Stenographer, etc.	3 25
Printing, Postage, etc.	28 39
	\$130 61

Credentials Committee:	
Expenses	\$24 70
Transportation Committee:	
Traveling and Hotel Expenses	\$61 95
Stenographer, Postage, etc.	43 95
	\$105 90

Rules and Regulation Committee:	
Expenses	\$28 62
Rights and Privileges Committee:	
Expenses	\$28 94
Membership Committee:	
Expenses	\$18 61

Road Improvement Committee:	
I. B. Potter, Expenses Feb. 1 to 18, 1897	\$140 00
Otto Dornier, Allowance	823 64
A. B. Choate, Expense	58 30
Otto Dornier, Expenses	48 90
W. E. McClintock, Expenses	15 00
Rental Typewriter	5 00
	\$1,090 84

Racing Board	200 00
Racing Board Telegraph	4 73
Good Roads' Banquet	383 25
Loan Fund Appropriation	5,000 00
A. C. Wallison, Expenses to Albany	42 50
Appropriation, Missouri Division, Missouri Pacific R. R. Case	\$500 00

Legal Services:	
W. F. & W. S. Slocum "Leiter Case"	\$50 00
R. C. Bassett, Chicago '96 Exec. Com.	150 00
	\$200 00

I. A. Leiter	502 44
First Prize L. A. W. Poster	100 00
Recruiting Supplies	650 85
905 Honor Medals	597 00
Printing for Exec. Com. and Treas.	40 00
North California Division	200 00
H. W. Knight, Stenographer	112 90
Rogers, Russ & Kelly, Stenographers	8 00
E. A. Conway, Typewriting	18 30
M. A. Wilson, Typewriting	7 00
4 Vols. L. A. W. Bulletins, Cloth Bound	7 00
Stationery and Postage	41 95
Cycle Trade Pub. Co., Directory	5 00
Rental of Typewriter	10 00
Guide Board Account	1 25
Photographing Baggage Car	3 00
New York State Division	10 23

Total Payments	\$12,219 32
Balance on Deposit	8,683 76
	\$20,903 08

Loan Fund Account.

Appropriations	\$5,000 00
Indiana Division	\$100 00
Michigan Division	300 00
District Columbia Division	350 00
Colorado Division	450 00
Wisconsin Division	500 00
Illinois Division	1,000 00
Maryland Division	500 00
South California Division	500 00
Connecticut Division	500 00
Balance on hand	800 00
	\$5,000 00

Statement of Funds Handled by the Racing Board for the Year Ending January 3, 1898.

GEORGE D. GIDEON, Chairman.

RECEIPTS.	
From R. M. Welch	\$16 00
D. W. Robert	51 00
A. D. Waite	32 00
Fred Gerlach	476 39
E. H. Croninger	394 10
Sundry Sanctions	82 00
	\$1,051 49

DISBURSEMENTS.	
By R. M. Welch, expense.....	\$2 05
D. W. Robert, expense:	
Traveling expenses.....	\$79 15
Sundries.....	34 00
A. D. Waite.....	113 15
Fred Gerlach, expense:	1 87
Clerk, stenographer.....	\$126 00
Office rent.....	110 00
Traveling Philadelphia.....	69 00
Traveling Albany.....	77 00
Sundries.....	114 88
E. H. Croninger, expense, no detail.....	406 88
George D. Gideon:	201 91
For expenses to Albany.....	\$32 91
Expenses clerk hire.....	80 00
H. W. Robinson, expense to Albany.....	35 75
George D. Gideon, expense sundries.....	54 91
Balance paid to Albert Mott.....	32 06
	\$1,051 49

ALBERT MOTT, Chairman.

RECEIPTS.	
From George D. Gideon, balance.....	\$32 06
Treasurer of L. A. W. (Loan?).....	200 00
R. M. Welch.....	54 00
Fred Gerlach.....	30 00
A. D. Waite.....	1,166 10
George W. Dorniee.....	1,350 00
H. W. Foltz.....	1,848 61
H. S. Dixon.....	1,272 00
W. J. Doty.....	635 00
Henry Goodman.....	101 17
All other sources.....	2,838 03
Total receipts.....	\$9,426 97

DISBURSEMENTS.	
By R. M. Welch.....	\$5 00
Fred Gerlach.....	8 10
A. D. Waite:	
Referee fees.....	\$40 00
Traveling expenses.....	182 40
Clerk and stenographer.....	134 00
Postage, printing, etc.....	108 30
George W. Dorniee:	
Traveling expenses.....	\$215 86
Clerk and stenographer.....	345 17
Postage, printing, etc.....	297 88
H. W. Foltz:	
Traveling expenses.....	\$328 80
Clerk and stenographer.....	333 25
Postage, printing.....	239 01
Furnishings.....	44 60
H. S. Dixon:	
Traveling expenses.....	\$255 70
Clerk and stenographer.....	207 80
Postage, printing.....	281 11
W. J. Doty:	
Traveling expenses.....	\$167 35
Clerk and stenographer.....	20 00
Postage and printing.....	122 08
Henry Goodman:	
Traveling expenses.....	\$167 75
Clerk and stenographer.....	65 00
Postage and printing.....	126 40
Loss on Race Meet, Portland, Ore.....	281 35
Albert Mott:	
Traveling expenses.....	\$548 80
Clerk and stenographer.....	1,534 50
Expert bookkeeper.....	12 50
Stationery and printing.....	602 86
Postage.....	286 87
Expressage.....	12 70
Telegrams.....	114 83
Office rent.....	90 00
Rent typewriter.....	61 50
Light and fuel.....	32 15
Legal services.....	136 70
Rewards to racing men.....	55 00
Sundry expenses.....	120 07
Total payments.....	3,617 48
Balance on hand.....	1,832 58
	\$9,426 97

Recapitulation of Receipts and Expenses.

From January 1 to December 31, 1897, inclusive.

RECEIPTS.	
Treasurer's Balance.....	\$6,216 37
Secretary's Balance.....	1,753 46
Racing Board's Balance.....	2,591 81
	\$10,561 64
Receipts, Secretary's office.....	165,042 08
" Treasurer, from outside sources.....	377 94
" Racing Board.....	10,440 40
	\$186,428 06

PAYMENTS.	
Payments, Secretary's Office.....	\$147,316 02
Amounts, Vouchers, No. 51 to No. 66, inclusive.....	691 23
Amounts, Vouchers, No. 1 to 91, inclusive, Voted George D. Gideon.....	12,219 32
Expenses, Racing Board.....	2,591 81
Treasurer's Balance.....	\$8,683 76
Secretary's Balance.....	4,479 52
Racing Board's Balance.....	1,832 58
	\$14,995 86
	\$186,428 06

*Does not include balance of \$800 Loan Fund Account.

E. & O. E., January 23, 1898.

SECRETARY'S REPORT.

National Assembly 1898.

The year of 1897 has been for us one of prosperity. We have seen our membership grow from 72,000 to 102,000, and our finances have shown a very healthy condition.

The following table shows the membership by divisions for the years 1896 and 1897, and the numerical position of the divisions for those years.

The figures at the left in the table below give, first the numerical standing for 1896, and second that for 1897. A glance at the table will show the advance or retrogression of each and every division:

Numerical order.	1896.	1897.	Numerical strength.	1896.	1897.
41	38	Ala.	56	79	
38	46	Ariz.	85	15	
29	41	Ark.	258	61	
17	19	Calo.	751	582	
10	9	Conn.	1,462	2,011	
42	29	Del.	52	265	
30	16	D. C.	245	954	
39	37	Fla.	68	93	
33	30	Geo.	137	254	
50	50	Idaho	5	3	
5	5	Ill.	3,223	3,802	
16	12	Ind.	984	1,663	
11	17	Iowa	1,413	896	
18	22	Kan.	751	501	
13	15	Ken.	1,249	1,011	
27	35	La.	338	139	
21	20	Me.	506	557	
12	10	Md.	1,248	1,924	
3	3	Mass.	9,576	12,468	
15	8	Mich.	1,073	2,035	
22	18	Minn.	438	674	
43	42	Miss.	50	49	
7	13	Mo.	2,095	1,636	
36	33	Mont.	79	165	
24	23	Neb.	424	481	
44	48	Nev.	50	9	
26	14	N. H.	362	1,100	
4	4	N. J.	4,717	6,869	
47	45	N. M.	37	17	
1	1	N. Y.	20,560	26,981	
9	21	N. Cal.	1,631	524	
40	39	N. Car.	58	66	
45	44	N. Dak.	50	43	
6	6	Ohio	2,160	3,087	
49	49	Okl.	30	5	
28	27	Ore.	318	361	
2	2	Pa.	11,029	24,550	
14	11	R. I.	1,102	1,665	
19	24	S. Cal.	484	424	
27	36	S. Car.	87	134	
48	43	S. Dak.	20	46	
23	28	Tenn.	425	344	
20	26	Texas	478	376	
34	40	Utah	125	65	
35	34	Vt.	112	154	
32	31	Va.	148	191	
25	25	Wash.	437	412	
31	32	W. Va.	192	176	
8	7	Wis.	1,600	2,626	
46	47	Wyo.	40	10	
		Canada	16	41	
		Foreign	34	39	
		Indian Ter.	2	1	
Total			72,879	102,636	

The tables show a gain of 40 per cent. The largest percentage that we have shown in the past is 87 per cent., which our increase exhibited in 1876.

The following tables show the percentage of increase in the ten large divisions for 1896 and 1897:

	1896.	1897.
New York.....	101	31
Pennsylvania.....	147	122
Massachusetts.....	61	30
New Jersey.....	90	45
Illinois.....	101	17
Ohio.....	15	42
Wisconsin.....	46	64
Michigan.....	59	80
Connecticut.....	54	37
Maryland.....	87	54

It will be seen that the national meet is a potent factor in recruiting. Pennsylvania shows the effect of it, and Indiana, with a meet in prospect, shows already an increase of 60 per cent.

The number of applications received in two years has been:

1897.....	54,793
1896.....	46,574
Excess in 1897.....	8,219
Renewals received:	
1897.....	48,017
1896.....	26,343
Excess in 1897.....	21,674

Our gross income for 1897 was \$165,042.08, an increase of \$41,546.90 over the income of 1896.

We have distributed among the several divisions \$91,504.42, an increase of \$18,919.80 over the distribution of 1896.

Our income from membership fees has been:

Applications.....	\$95,887.75
Renewals.....	36,012.75
Back dues.....	759.55
Fines.....	402.15
Total.....	\$133,062.20

We have received for subscriptions to BULLETIN \$25,247.50, and have paid to publishers for the paper \$36,330.90. Thus the BULLETIN has cost us \$13,082.40.

The number of subscriptions received and paid for was 100,990. The BULLETIN was, therefore, an expense to us of 13 4-5 cents per member, and the income of the national body was by this means reduced to 26 1-5 cents per capita.

We have received for League Club fees \$508.

From the merchandise sold we have netted a good profit, which pays us for our trouble and for the expense of handling. We do not intend to get much more than cost for goods, but we handle great quantities and small profits on a single article amount to a goodly sum in the aggregate. Our profit has been about \$1,500.

At the last meeting of the Assembly we were instructed to renumber the members on a new basis. This action of the Assembly rendered of no avail the work of renumbering which had been completed at that time and which had taken the clerks in our office the better part of three months to accomplish.

We got back to our office from Albany just two weeks before the opening of the renewal season where we had a consultation with the Executive Committee about renumbering.

We had no difficulty upon confronting the Committee with the conditions, in convincing them that it was an impossibility to renumber at that time and take care of the renewals then due.

The renumbering was postponed till the fall. October 25 we began upon the work of changing the numbers. It seems to be an easy task to merely change the numbers on a card, and so it is, but to change the numbers on all the cards in one of our indices required seventy-five days of steady work. We expect to be at least two years in perfecting the alphabetical index.

We think we have never lost an opportunity to point out the injustice which our enrollment does to our founders.

Certain men met at Newport on May 31, 1880, and organized the League of American Wheelmen. They adopted a Constitution and elected officers. Under all precedents these men should have been entered upon our books as Charter members. Under the loose methods of business employed in those days, they were required to join the League in the regular way. They did not all understand this and our records show them coming in at different times and taking late dates of record, while men who were not at Newport stand higher on the rolls.

We have twenty-one members with us today who were present and helped to organize the League. I earnestly recommend that the Assembly pass a resolution which shall place these twenty-one men at the head of our list with the record of Founder.

Our space in the BULLETIN has been cut down from four pages to three the past year while the supply of matter has run up to five or six pages. This has caused discontent in some quarters, but our Division officers are learning the art of condensation and our space will be ample when the lesson is fully learned.

The outlook for the coming year is full of promise and we may hope for even greater results than we have had in the past. Fraternally.

ABBOT BASSETT, Secretary.

OHIO DIVISION.

To the Old Guard whose membership expires on April 1: Greeting. Of the 761 who were on our rolls one year ago, 132 have fallen by the wayside. It is to you, the faithful 629, that I now appeal to continue your allegiance to our organization. Don't wait for a notice, but renew now and get your new numbers.

WILLIAM D. KEMPTON, Chief Consul.

Feb. 11, 1898.

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. 18, 1898.

Total, 224-102,883.

Over 123,000, ALABAMA, 2-71.

Unattached.
043 Fealy, John P. Mobile
4 Wheeler, Chas. J.

Over 123,000, ARKANSAS, 1-62.

Unattached.
045 Jones, T. S. Rankin

Over 123,000, COLORADO, 4-594.

Unattached.
049 Daniel, John M., 400 Broadway Denver
Huntstinger, Owen, 1756 Curtis st
Westling, Jonas, 727 16th st
Arnold, F. A., 409 W. 3rd st Leadville

Over 123,000, CONNECTICUT, 2-2049.

B'dport W. C.
050 Olsen, W. L., 277 E. Main st Bridgeport
1 Weidlich, F. A., 37 Maple st

Over 123,000, DELAWARE, 1-271.

Wil. B. C.
062 Levy, Seeley N., 1024 W. 8th st Wilmington

Over 123,000, FLORIDA, 5-137.

Jax. W.
063 Hussey, J. K. A., Bay st Jacksonville
4 Kean, Edw. M., 221 E. 3rd
5 McKay, E. Hays, 439 E. Bay
St. Aug. C. C.
6 Loomis, Asa S., Alcazar Hotel
7 Marsh, A. L., Alcazar Hote. St. Augustine

Over 123,000, ILLINOIS, 20-3720.

Lage Cyclers.
068 Aberer, Eugene, 17 E. Main Belleville
Carthage C. C.
9 Massie, S. B., box 85 Carthage
Chicago C. C.
060 Borgen, Chas., 141 W. Huron, Chicago
Englewood W.
1 Oak, Anna S., 250 Dayton
Illinois C. C.
2 Fagan, Jno. J., 855 Washington bldg
Lincoln C. C.
3 Ries, Ivan, 185 E. Madison
Woodlawn C. C.
4 Page, Jay R., room 9, Rialto bldg
Ottawa C. C.
5 Turner, Chas., box 126 Grand Ridge
Unattached.
6 Blumenberg, J. R., 185 E. Monroe Chicago
7 Burmeister Harry 665 N. Superior
8 Darrow, Clarence S., 2001 Michigan av
9 Freeman, Horace M., 814 W. 43rd
069 Hall, Thomas A., Old Colony bldg
1 Hogan, Daniel, Jr., 5126 Washington av
2 Landgraf, A. J., 3408 Calumet av
3 McDerwail, C. M., 4948 Forrestville av
4 Metcalf, Herbert C., 86 Wabash av
5 Nell, Bert, E. Sta. O., 6519 Union av
6 Timmis, F. M., Sta. O., 605 65th
7 Shaw, Frank S., 207 Lake st Evanston

Over 122,000, INDIANA, 8-1949.

Unattached.
075 Jones, D. C., 1218 E. Wash. st Indianapolis
9 McKenney, John H. Orestes
076 Yenne, Chas. D.
1 Burke, Harry, Wescott Hotel Richmond
2 Dorsey, Wm., 1024 Main st
3 Skinner, Chas. L.
4 Starr, Horace C., 109 N. 12th
5 Walters, C. F., 313 N. 13th

Over 123,000, KENTUCKY, 1-1021.

Unattached.
066 Varble, Pink, Columbia bldg Louisville

Over 123,000, MAINE, 1-563.

Unattached.
087 Marshall, Chas. F., 119 Columbia Bangor

Over 123,000, MARYLAND, 5-1910.

Unattached.
088 Booze, John W., 1310 Valley st Baltimore
9 Crouse, Geo. F., 314 E. Lanvale
090 Maus, Louis P., 705 N. Carey st
1 Salzer, Ernst T., Fustings av Catonsville
2 Seiss, Chas. E., 35 N. Locust Hagerstown

Over 123,000, MASSACHUSETTS, 18-12,451.

Tiger Roadsters.
093 Kelley, Thomas H., 283 Shawmut av Boston
Shoe City W.
4 Waugh, Prince E., box 757 Brockton
Unattached.
5 Clune, Miss Lucy F., 55 Mather st Boston
6 Keyes, Geo. E., 25 Hanson st
7 Read, Artemus B., 37 N. Market st
8 Sampson, C. F. L., 25 Hanson st
9 Smith, Gilbert H., 13 School st
100 McPherson, John A., 2 Dighton pl Brighton
1 Wass, Howard E., 28 Sever st Charlestown
2 Moody, Mrs. Wm. E., 475 Meridian st
East Boston
3 Howe, Frank W., 85 Fairmount
4 Leighton, Walter F., 40 Middlesex
5 Viles, Clarence A., 145 Merrimac st
6 Cane, J. Arthur, 14 Mt. Vernon Malden
7 Wellington, Edward F., 106 Walnut st
8 Herman, Jos., Wash. and Dudley sts
Roxbury
9 Thomas, Henry C., 105 Cross st Somerville
110 Peirce, S. K., Broadway So. Gardner

Over 123,000, MICHIGAN, 4-2036.

M. C. C. C.
111 Barnard, Fred J., M. C. Local Freight
Detroit
2 O'Doherty, Michael, 255 Labross st
3 Thorpe, W. P., Jr., 288 Abbott st
Unattached.
4 Blackburn, W. A. Alpena

Over 123,000, MINNESOTA, 3-674.

L. A. W. C.
115 Fay, Mark W., 2d Nat'l Bank St. Paul
6 Mingay, Wm. H., care T. L. Blood
& Co.
7 Monfort, Frederick D., 2d Nat'l Bank

Over 123,000, MISSOURI, 3-1620.

Unattached.
118 Bland, Chas. J., Boatmen's Bank St. Louis
9 Sparrow, J. H., 3740 Morgan st
120 Strickland, J. C., 1124 Olive st

Over 123,000, MONTANA, 1-144.

Unattached.
121 Hunt, Lieut. J. E. Ft. Harrison

Over 123,000, NEBRASKA, 4-467.

Unattached.
122 Black, J. P. A. Bloomington
3 Hildreth, Carson
4 Brockford, Asa, Omaha
5 Hopkins, Harry N. Panama

Over 123,000, NEW JERSEY, 9-6821.

Atlanta W.
126 Koopman, Gustave, 24 Main st E. Orange
Unattached.
7 King, Wm. D., Hope st Hackensacktown
8 Homer, Harry F. Merchantville
9 Payne, Chas. E., 447 Bloomfield av Montclair
Newfield
130 Morrell, Frank S.
1 Bucher, Emil, 152 Rip Van Winkle av Paterson
2 Pursell, John, 506 S. Main, Phillipsburg
3 Mordaunt, F. L. Point Pleasant
4 Perrine, Louis, 192 Woodward av Rutherford

Over 123,000, NEW YORK, 57-26,938.

Onelda Co. W. League.
135 Libbey, B. M. Clinton
6 Scarle, Homer W., 13 Kimble, Utica
Haverstraw W.
7 Hilton, Chas. M., box 156 Haverstraw
Lockport W.
8 Hovey, W. S. Lockport
9 Thompson, Geo. F. Middleport
Newark C. C.
140 Stuart, C. H., 52 Willow av Newark
Empire State C. C.
1 Arnold, August, 196 E. Houston New York
Harlem W.
2 Huson, Wm. C., 61 Park row
Amaryllis W. Club.
3 Watson, W. Arthur, box 151 Ozone Park
Yonkers Bl. Club.
4 Holstrom, Thos., 376 Warburton av Yonkers
5 Cook, John B., box 113 Binnewater
6 Shaw, Claude M., box 208

Unattached.

7 Whalen, John J., box 216
8 Finley, Jas. J., 121 Brooklyn av Brooklyn
9 Thiede, Felix L., 283 52d st
150 Wilshaw, John, 691 Green av
1 Withum, Fred, 33 Henry
2 Whelan, John J., 488 Nostrand av
3 Wing, Mrs. Henry T., 152 Clinton
4 Jones, Guy M., 5 Pauley av Gloversville
5 Issler Jacob, Harway av Gravesend Beach
6 Charles, John, 190 Fair Kingston
7 Calvert, Mrs. John H., 14 W. 55th New York
8 Grover, James E., 142 W. 104d
9 Mand, Jenny, 622 E. 146th
160 Mulligan, John, 411 W. 32d
1 Peters, Geo., 542 E. 89th
2 Sager, H. S., 447 W. 14th
3 Austen, David E., 57 Chambers
4 Burkhardt, Leonard, 419 E. 87th
5 Bentz, J. Paul, 241 W. 32d
6 Dowd, Patrick Thos., 348 E. 55th
7 Healey, George W., 558 E. 152d
8 Kimbel, Richard M., 334 W. 33d
9 Kruger, F., 32 E. 26th
170 Lowe, Frank, 238 W. 24th
1 Mesinger, Jos. John, 524 W. 47th
2 Meyer, Adolph R., 422 W. 47th
3 North, John, 229 E. 14th
4 Nage, Paul, 32 E. 26th
5 Robertson, Arthur S., 111 Broadway
6 Schrader, Harry, 112 W. 15th
7 Turner, Miss Nan, 8 W. 91st
8 Wolff, Max, 279 W. 125th
9 Williams, Edward E., 23 Rose
180 Williams, Edmund F., 155 W. 23d.
1 Ireland Arthur F., 503 Amsterdam av
2 Marsden, Miss Ella Oxford
3 Elwood Frederick T., 16 Fulton av Rochester
4 Oliver E. B., 1 East Park
5 Edwards, Milton A., box 174 Rye
6 Irvine, E. T. M. D. Sing Sing
7 James, Edwin T., 153 Main
8 Kramer, Richard, Jr., 147 Main
9 Valentine Henry, 164 Spring
190 Washburn, F. J., 1 S. Highland av
1 Somerville, James M. Warrensburgh

Over 123,000, OHIO, 23-3076.

Cin. Gym. C. C.
192 Smith, J. Frank, 325 W. 7th st Cincinnati
Lemon Township.
3 Johnson, Wm. H., 54 3d st Middletown
Unattached.
4 Noland, J. F. Bradford
5 Baker, David, 540 Milton st Cincinnati
6 Bramlage, Gus, 630 Vine st
7 Dehnar, Edward P., 6th and Vine sts
8 Elchberg, Dr. Julius H., Groton bldg
7th and Race
9 Wiseman, Chas. H., B. & O. S. W.
4th and Vine
200 Judd, Chas. S., 384 Jennings av Cleveland
1 Jennings, John G., 182 Jennings av
2 Stevenson, A., 63 Rockwell st
3 Meukensdorf, J. C., 39 Edgewood pl
4 Ruffman, W. J. Houston
5 Carney, Bill, box 94 MeComb
6 Shaw, Anthony, Sardonia
7 Marshall, Allie, Sharonville
8 Harlan, John C., 34 W. Southern av Springfield
9 Heath, Jesse C., 1945 Mich. st Toledo
210 Less, Maurice, 723 Summit
1 Osgood, John S., 1802 Locust,
2 Rausch, W. E., 1320 Indiana av
3 Willard, Gertrude H., 928 Huron st
4 Alexander, E. M., box 58 Winchester

Over 123,000, OREGON, 1-316.

Unattached.
215 West, O. W., 121 Grand av., Sta. A Portland

Over 123,000, PENNSYLVANIA, 38-24,939.

L. C. C.
216 Campbell, Mrs. Kate, 919 Mt. Vernon Philadelphia
7 Ivins, Mrs. J. C. H., 2129 Rosewood
8 Mitchell, Henry, 1691 Christian,
Unattached.
9 Krauss, A. K., 116 N. 8th Allentown
220 Barker H. T., 712 11th Beaver Falls
1 Mayer, Carper P. Bridgeville
2 Mason, Wm. Doylestown
3 Mercer, William R.
4 Zortman, Jeff. Du Bois
5 Featherston, Miss Louise, Fallston
6 Hodgkins, Wm.
7 Buchler, Ralph M. Gettysburg
8 Bluste, Miss Sarah L., 1909 Wood av Harrisburg
9 McNitt, Roland K. Milroy
230 Brown, D. C. New Brighton
2 Hickey, E. O.
3 Carr, John W.
4 Mason, Wm. G.
5 Swan, Rev. Thomas W.
6 Sherwood, Miss Mae,
7 Wassmuth, John,
8 Brown, Jas. A., 820 Corinthian av Philadelphia

9 Collins, C. J., 1221 N. 15th
 240 Hancock, Aubrey M., 742 N. 19th
 1 Hood, Geo. Gowan, Roomfort av., Mt. Airy,
 2 Koch, Albin H., 711 Girard av
 3 Runyeon, Wm. A., 2341 Dean
 4 Thorn, Mrs. Thos., 1522 N. 27th
 5 Weaver, Chas. G., 2006 S. 8th
 6 Copenhagen, Mrs. L. B., 1336 Walnut st
 7 McAllister, Lewis, Del. av. and Arch st
 8 Walker, Robert J. C., 1336 Walnut st
 9 Barbin, Amos M. Jr., 3413 Ward Pittsburg
 250 Matthews, Thos. O., 3116 Juliet
 1 Steppling, Herman, 5206 Dun-
 2 Arnold, Geo., 4316 Mitchell Roxboro
 3 Schley, S. P., box 95 West Bridgewater

Over 123,000, RHODE ISLAND, 4-1697.

Unattached.
 254 Swan, J. A., Gibbs av Newport
 5 Collins, Chas. N., 75 Westminster
 6 Jordan, L. A., 123 Chapel st Providence
 7 Tillinghast, J. E. Saylesville

Over 123,000, SOUTHERN CALIFORNIA, 7-431.

Unattached.
 258 McConnell, J. V. Long Beach
 9 Schilling, Fred, Los Angeles
 260 Abel, P. L., 120 E. 17th st
 1 Hamlin, Ralph C., 1840 S. Main

2 Page, J. H., 427 S. Marengo av Pasadena
 3 Libby, A. C. Redlands
 4 Banks, F. S., 744 10th st San Diego

Over 123,000, SOUTH CAROLINA, 3-147.

Unattached.
 265 Chisolm, W. Gregg, 232 Calhoun st Charleston
 6 Smith, D. E. Huger, 69 Church st
 7 Williams, Henry P., 2 Atlantic

Over 123,000, WASHINGTON, 1-386.

Queen City G. R. C.
 268 Dawson, Lewis R., box 249 Seattle

TOURING IN FRANCE.

Francis S. Hesseltine, 10 Tremont Street Boston, American representative of the Touring Club de France, has prepared the following circular letter which he sends in response to the many inquiries regarding touring in France.

In reply to your inquiry for information concerning the Touring Club de France, I herewith enclose blank application for membership, which if you will please sign and fill up distinctly and forward direct to the Club, 5 Rue coq Heron, Paris, or to me, you will receive your membership card and insignia within three or four week from Paris. If you remit direct to Paris you will send six francs, the annual subscription, which entitles you to membership card, insignia, and the monthly magazine, the "Revue Mensuelle." The Annuaire or hand-book is supplied to members for one franc additional. This book is very valuable for tourists in France as it contains a list of the hotels with the agreed charge to members, the names and addresses of the representatives of the Club, local repairers, etc. It is not essential for travelers outside of France.

If you remit through me for the membership and the Annuaire, you will send \$1.50 and postage. If you are to sail within one month from the time of your application, your membership card, etc., can be forwarded to you to any given address in Europe, so that you can receive the same on your arrival and after receipt pass your wheel by the Custom house.

The membership card requires your signature and a description of your wheel. Your signature must be attested by a Justice of the Peace or Notary. This may be dispensed with by placing your photograph one inch square in the corner. Your identification by your card admits your bicycle free of duty into France, and relieves you from making the deposit in Italy and Switzerland, and on application to the Paris office, describing your machine, kind, mark, name, number, etc., you will obtain a permit for Belgium. It is essential when you depart from these countries to have the fact stamped upon the permit given you, as any omission to do this obliges the Club to pay the duty and it will be reclaimed from you. As trains at the frontier are not detained long enough for this certification, one should wheel across the border or communicate in advance by letter or telegram to the Custom House Official in charge at the frontier railroad station, advising him by what train you will leave, so that an official may be in attendance prepared to stamp your permit. Geneva is a Custom House station in Switzerland. By arrangement, passing from Belgium by railroad, you can now have the certification made at Paris on your arrival. There is no duty on travelers' bicycles in England or Germany.

Ladies may become members on the recommendation of some male relative. No further endorsement will be required on the blank application sent you.

A list of itineraries in France published by the Club with a small plan on each, is given in the Annuaire, and these itineraries will be furnished to members of the Club on application at the price therein given. A road map of France can be purchased at any book-store or railroad station in France. I can furnish it for 25 cents and postage.

The membership expires on the 1st day of January each year, and can be renewed by application sent to the Club at Paris, enclosing six francs and stating the number of membership.

The Touring Clubs of Italy, Switzerland, Belgium and Denmark mutually exchange privileges with the Touring Club de France; if you therefore are visiting any of those countries you will also be entitled to all the advantages of membership of those Associations.

Further information regarding bicycling in Europe will be given on special inquiry with stamp for reply.

CYCLING IN WINTER.

Cycling in cold weather when the thermometer is at, or about, zero, is a most exhilarating exercise. It is more enjoyable, and more comfortable, than sleigh-riding. The rider moves very rapidly, excites a strong circulation of blood, and in ten minutes has a high degree of temperature that warms him through and through clear down through his feet. I have been riding lately when the thermometer was one degree above zero. The air was bracing, the sun was brightly shining. Jack Frost was lively, but I was livelier. Yet on meeting my friends, even men familiar with the wheel, they would exclaim at my temerity in riding in such frigid weather and running the risk of freezing myself. This widespread and erroneous conclusion has led me to speak a word in rebuttal. Freezing is impossible, for the blood is warm, the cheeks glow, and the whole body enjoys an elysium of invigorating comfort. All the clothing I wore was what I usually wear in the winter, only minus the overcoat and plus a nice silk comforter around my neck and under my coat collar. Of course such riding is only possible in cities with paved streets, and park-roadways, but there it is a positive pleasure. I never put up my wheel for the winter. It is like locking up a watch when you start down town to business — wholly unnecessary.

I predict that winter cycling will become as favorite a sport as skating or sleigh-riding. And the pleasure is increased after a slight fall of snow, when the air is crisp, the storm has cleared away, and all the landscape is beautiful in its robes of white. The frost in the snow causes your tires to crackle as you run over it, that makes a sound merrier than sleigh-bells. Try winter cycling and you will be convinced.

CINCINNATI.

E. TRUMBULL LEE.

And if you cannot do the best
 Then do the best you can.
 For that's the best 'twas ever done
 By any mortal man.

"Are you an honest man?" asked the judge.
 "Well, your honor," answered the prisoner, "just you try me." And the court proceeded to do so.

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.



Do You Want, Free

A Never-Out Lamp, Search Light or Bicycle Watch? If so,
write, with stamp, **Tampograph Co.,** 708 and 710 Lippin-
cott Building, Philadelphia, Pa. An easy way to get one.

CIGARS

From Factory to Consumer.
American News Cigar \$2.50 per 100, or sample box of 25 at
75 cts., cash with order (no stamps). If ordered C.O.D. you
pay return charges. All goods delivered free by express.
FRAME CIGAR CO., Reading, Pa.
A Cigar for the Times—try them.



L. M. J. AND OTHERS:—See notice regarding
Calendars on page 124, issue of Feb. 11th.

A. J. B.:—More muscles are used in cycling than
in any other single form of exercise, say many mem-
bers. The benefit to the chest is particularly marked
when regular, brisk rides are taken. Five to ten
miles daily, at a fair gait, will keep one in condition.

No. 180,640:—We cannot devote space for the
publishing of well-known routes that are given in the
Road Books.

CHAS. H. WILSON, San Antonio, Texas, wishes
pointers regarding best cycle route to Cincinnati,
Ohio.

H. C. BEALER, Bethlehem, Pa.:—Consult road
maps for best and nearest route to Binghamton,
N. Y.

The best French machines for '98 will list at from
seventy to ninety dollars, and second grades at forty
to sixty, with fifty dollars likely to be a popular price.

"It's easy enough for me to make money, when
I need it bad," chuckled the counterfeiter.

BARBERS are great fellows for cutting old friends
and scraping new acquaintances.

A LEAGUE member writes us that a friend of his
was out cycling recently when he thought he would
smoke a cigarette. He had forgotten his matches,
but he happened to think that every time he took a
cigarette out of the box the box became a cigarette
lighter, and so he had his smoke without further diffi-
culty.

If the the first tone of a scale 's called the tonic,
why should n't the second tone be call the teu-tonic.

SEND YOUR ADDRESS TO THE...

JOHN P. LOVELL ARMS CO.
BOSTON, MASS.

and receive a Catalogue of Famous Diamonds
of the World, including the Renowned

LOVELL "DIAMOND" BICYCLES.

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.

A RAINY DAY.

JOE LINCOLN.



KINDER like a stormy day,
take it all together,
Don't believe I'd want it
jest only pleasant weather;
If the sky was allers blue,
guess I'd be complainin',
And a pesterin' around,
wishin' it was rainin'.

Like a stormy mornin' now, with
the water dashin'
From the caves and from the spouts,
foamin' and a-splashin',
With the leaves and twigs around,
shinin' wet and drippin',
Shakin' in the wind with drops every-which-way skippin'.

Like ter see the gusts of rain, where there's naught ter
hinder,
Sail acrost the fields and come "spat" against the winder,
Streakin' down along the panes, floodin' sills and ledges,
Makin' little fountains-like in the sash's edges.

Like ter see the brooks and ponds dimpled up all over,
Like ter see the dimon's shine on the bendin' clover,
Like ter see the happy ducks in the puddles sailin',
And the stuck-up rooster all draggled wet and trailin'.

But I like it best inside, with the fire a-gleamin',
And myself, with chores all done, settin' round and dreamin',
With the kitten on my knee, and the kettle hummin',
And the rain-drops on the roof "Home, Sweet Home" a-
drummin'.

KINDER like a stormy day, take it all together,
Don't believe I'd want it jest only pleasant weather;
If the sky was allers blue, guess I'd be complainin',
And a pesterin' around, wishin' it was rainin'.

The picture of the wrecked ship, published on
page 110 of the February 4th issue of the **L. A. W. BULLETIN**,
was from a photograph taken at Point Judith, R. I.,
by **E. C. Parkhurst**, of Providence, R. I.

IT IS N'T the dog's pants that make him warm.

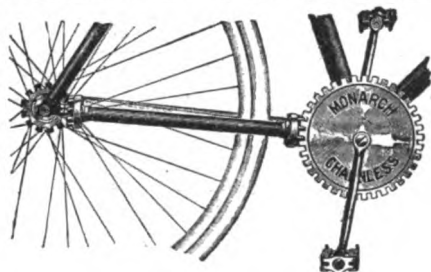
THE tea-kettle has a most amiable disposition.
Though in hot water up to its ears it keeps on sing-
ing.

No. 182,963 remarks that, "according to Dr. Hep-
worth's reports, the Kurds still seem to have their
why in Armenia." He also asks, "Is it fair to call
the girls at the bargain counter 'counter-irritants'?"

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The Sensation of the Day in Bicycle Construction.



Our line is complete.

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CHAIN WHEELS,

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is that every prospective bicycle buyer will carefully compare our Clipper Bicycles piece by piece, inch by inch, with any wheel in the world at any price, and before buying be sure that you are not being deceived by a fictitious list price. Be sure you are being offered worth equal to Clipper value, always bearing in mind that list prices are made to be cut. If your dealer acts as if he didn't care to sell you Clippers, write us.

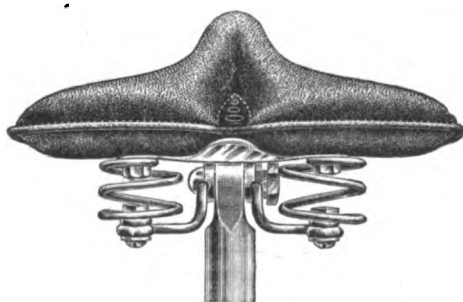
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GRAND RAPIDS, MICH.

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

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



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DETROIT, MICH.

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BY BUYING THE
WRONG WHEEL. THE
CLEVELAND
IS THE
RIGHT ONE**

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WHO APPRECIATE
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IN BICYCLES

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