

# 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 25, 1898.

Number 8.



CYCLE PATH LEADING FROM NORWICH, CONN.

Photo. by A. M. Vail, Philadelphia.

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, 102,897.

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## THIS IS STERLING YEAR

The good name it has always borne and the surpassing improvements of the '98 model, combined with an extensive and judicious advertising campaign, will make the

# Sterling Bicycle

"BUILT LIKE A WATCH"

in greater demand this year. Agents and prospective agents who want to handle a wheel of worth, that will sell and keep selling the season through, should write us at once. The '98 Sterling is a high grade, low price wheel without equal.

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

CATALOGUE MAILED FREE.

## STERLING CYCLE WORKS,

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

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

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

### Insult to Injury.

"No, no!" said she. "We now must part,  
 'Tis useless thus to plead,  
 And though a wrench I've given your heart  
 Such wound is small, indeed;  
 For I recall your attitude  
 A wheel, as teeth you clench  
 And, ape-like, stoop; so I conclude  
 'Tis but a *monkey-wrench*."

R. P. MCLAUCHLAN.

### CYCLING IN BERMUDA.

Waldo W. Stevens, Amherst, Mass., writes, "Having just returned from Bermuda I should like to add a few words as regard bicycling there. All bicycles are subject to a duty of ten shillings (\$2.40) which is not refunded to American tourists. Cyclists are required by law to carry a light after sunset and to give the right of way to pedestrians at all times. A bell is a practical necessity and it is dangerous to ride without one. Rust attacks nickel rapidly in Bermuda and constant care is needed to keep it presentable. The steamer line from New York takes wheels free if sent as baggage. While the wheeling there is, on the whole, excellent, it is not as good in the city as in the country; the roads are hilly. To the tourist: Do not take specie, take greenbacks; they are taken at par. There are several good bicycle agencies at Hamilton, and wheels can be rented at reasonable terms."

"SMALL PERTATERS" can't be dictators.

### WHAT KILLED THIS HORSE?

"Who Killed Cock Robin?" "I," said the Sparrow, "with my bow and arrow, I killed Cock Robin." If bad roads were as frank and out-spoken as was the sparrow they would confess at once that they



killed the poor horse whose carcass is shown in this sad picture reproduced from a photograph taken by Dale S. Carpenter, Cohoes, N. Y. This is a very sorry object-lesson but it differs from thousands of others only in the fact that this particular horse died "on the spot" and right

in the harness. Poor roads are the slow poison that is killing scores of horses every day and rendering others prematurely old. Yet, after all, will the bad roads have to answer for all these sins against dumb brutes or will the bad people who permit bad roads to exist receive the deserved punishment?

"The Slickest Wheel That Whirls"

## ...NORTHAMPTON...

Models A-B, \$65. Models C-D, \$50. Models 50-60, \$40.

EVERY FEATURE NEW AND UP-TO-DATE.

100 new agencies established  
during month of January, '98.

**R**ICH IN FINISH  
ARE IN DESIGN  
ACY IN APPEARANCE } Special Inducements  
to Good Agents.

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

## The Fifty Dollar TRIBUNE...

The best wheel for the  
price in the world.

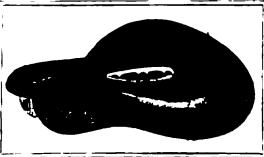
...AGENTS WANTED...

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

### The Black Mfg. Co.

ERIE, PA.

"A SOFT THING"\*\*\*\*\*"IT'S FULL PNEUMATIC"



## THE PERRY SADDLE

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

### THE HARRIS TOY CO.

Toledo, O.

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

## The Best Lamp in the World

for Bicycles and  
Carriages is the

## Solar

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

THEY ARE THE

## LAMPS TO BURN

ACETYLENE GAS.

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

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

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

### THE BADGER BRASS MFG. CO.

Kenosha, Wis.

### A Misfit.

And right in the midst of the coldest storm,  
One is likely to smile if he sees  
An Englishman trying to keep himself warm  
In a coat made of Irish frieze.

### PNEUMATIC HUB FOR VEHICLES.

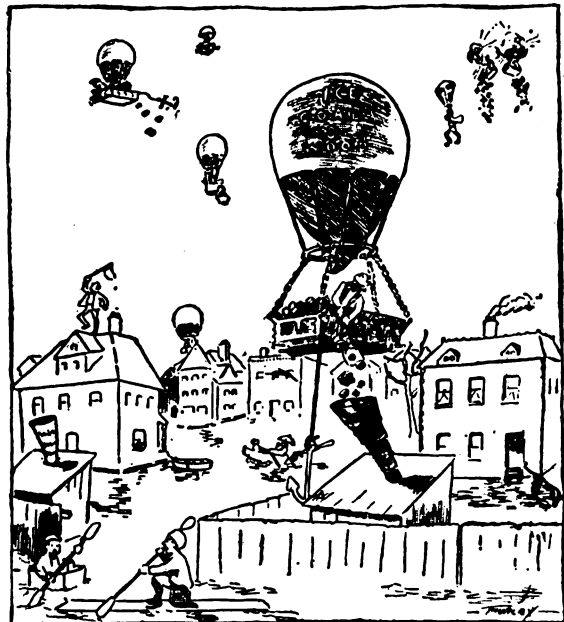
An "expansion" wheel for vehicles, resembling  
the pneumatic hub wheel, recently described in these  
columns, has been brought out abroad. An air sack  
surrounds the axle, and is, in turn, encircled by a  
stout rubber cover. The ends of the spokes rest on  
this cover, and are kept in position by blocks of  
wood covered with rubber. They are free to move,  
within limits, in a vertical direction, and when an  
obstruction is met, the vibration travels up the spoke  
and is lost before reaching the axle. The editor of  
the *Scottish Cyclist* says the device possesses consid-  
erable absorptive power, but is not applicable to  
bicycles.

### DELIVERING COAL IN ST. LOUIS.

This is not a picture by an inmate of the St.  
Louis Insane Asylum. It is a correct delineation of  
what the residents of the outlying portions of St.  
Louis are coming to. It portrays in a realistic  
manner conditions existing in St. Louis and a de-  
vice conceived by a West End resident, whom long  
suffering has made resourceful.

Grown weary of partaking of cold victuals because  
no coal wagon could ever get through the swamps

and morasses that an imaginative Street Depart-  
ment terms thoroughfares, he has invented a means



of circumventing both the department and the streets.  
As soon as his patent is perfected, every coal shed  
in the afflicted district will be provided with a chute  
on the roof. Attached to balloons, the beds of or-

## 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.



## Rambler BICYCLES

**\$60** POPULAR LIST PRICE **\$60**

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



... 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.

dinary coal wagons will be floated over the chutes, a man with a large shovel will transfer the contents to the chutes and all the hired girl will have to do will be to get into a skiff, paddle out to the coal shed and load her boat with the coal.

The inventor expects to realize a fortune unless coal gets so high before he perfects his device that balloons will be unnecessary.—*St. Louis Republic.*

### FOR USE ON COLD DAYS.

At the recent French Cycle Show was exhibited a heated pedal for use in cold weather. It was fitted with a movable lid so that it could be filled with charcoal, which is ignited and keeps the feet warm. A handle-bar, to be heated in the same manner, has also been devised.

### "SIDEPATHS."

A new cycle paper, *Sidepaths*, published in Rochester, N. Y., appeared for the first time on Jan 13th. It aims to inform the wheeling world of Rochester and vicinity "of the doings of her many factories, the speed of her riders and, greatest of all, the building and care-taking of her numerous sidepaths."

Of ancient Gaul we often hear,  
 But we are half-constrained to say  
 It could n't match, nor nowhere near!  
 The modern gall folks have today.

**THE cripple has a lame excuse for begging.**

### INFLUENCE OF PUBLIC SENTIMENT.

Public officials rarely are any better than the public sentiment about them. It is not sufficient to elect honest men to office. If the people do not understand what the duties of an office are, it is difficult for them to judge whether it is properly filled, and if there is not a well-defined public opinion as to how the duties of an office should be performed, there is very little to keep an incumbent up to the mark. This applies with particular force to supervisors and other officials having charge of the highways, and to those officers who will be entrusted with enforcing the new laws now being passed in so many States. If the people know nothing of how the roads should be constructed and cared for, and a strong public sentiment does not exist, the best results will not be obtained from the large expenditures likely to be made. The people must take an interest in the laws and in their execution.

**Do right and shame the neighbors.**

HAPPINESS depends on the state of your mind and you should be able to control that.

THE organ-grinder's monkey must have an ear for music, judging from ape-ear-ances.

MAKE the most you can out of your little troubles, for the chances are you will never have any very great ones.

# THE L. A. W. Bulletin AND Good Roads

## A WEEKLY JOURNAL

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

PUBLISHED FRIDAYS BY

**STERLING ELLIOTT,**  
BOSTON, MASS.

### BRANCH OFFICES:

St. Paul Building,.....New York City.

W. J. MORGAN,.....LOUIS GEYLER.

305 Fisher Building,.....Chicago.

45 Hodges Block,.....Detroit.

L. L. CLINE & Co.

### SUBSCRIPTION PRICE:

ONE YEAR . . . . . \$1.00

Special Club Rate, to League Members only . .25

Editor: **STERLING ELLIOTT.**

### Associate Editors:

**NIXON WATERMAN.**

**LUTHER H. PORTER.**

**JOE LINCOLN.**

**FEBRUARY 25, 1898.**

## A WORTHY MOTIVE.

“ONE of the chief objects of the League of American Wheelmen is to secure good roads.” These words have been spoken and printed millions of times until the world has learned to look upon the letters “L. A. W.” as being suggestive of broad, smooth, beautiful highways, inviting men to the many and matchless joys their presence insures.

A mud-imprisoned community is a stagnant pool, socially and industrially. It cannot progress. It is more likely to rot. A community blest with numerous good and beautiful highways is the one that circulates. It lives; it grows; it stamps improvement on the wings of time. It is the flowing stream, pure and wholesome. It brings all minds and measures together. The community, as a whole, enjoys the highest thought and attainment of each individual it contains. The church, the school, the lecture course, the farmers' institute, the sociable, the family and neighborhood gatherings are all centres of life. They are the influences that broaden and make better. The sermon, the song, the address are all the more enjoyable for having many ears to listen.

There need be no isolation in rural communities. On the contrary, the very pattern and purpose of society should find its highest attainment among

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those whose lives are lived nearest the heart of Nature. Instead of the rising generations hastening to the false and fickle pleasures of the cities, the youths of the cities should pine to dwell amid the gracious joys of country life.

Since when have the poets written the clang of cabs and cars, the scent of sewer gas, and the gloom of soot-streaked bits of sky, above the breath of clover fields, the song of a thrush, and a roof of blissful blue!

There is more real beauty in a dewdrop nestling in the heart of a wild rose than there is in the chiseled glory of the grandest cathedral. There is more real heartfelt music in the song of a thrush than in the braying of a solid silver brass band.

The true aristocracy of a nation should dwell in country homes. The “clod-hopper” should become a king. He can if he will. Good roads will do much toward bringing him into possession of his natural inheritance.

The purpose of the L. A. W. is the most commendable it is possible for men to suggest or for society to commend. Every League member should forever hold fast to the thought that the gospel of Good Roads is a most worthy one, and he should intelligently preach it whenever and wherever the opportunity is presented.

## POOR JUDGING AT RACE MEETS.


BY ABBOT BASSETT.

From the report of the chairman of the Racing Board I extract the following:

“Judging the order of finishes of races has been a cause of complaint among racing men. Absolute accuracy of the eye, however well educated, is an impossibility in some cases.”

This is but an echo of the complaint that has gone up throughout the land for more than a year. That the judging at race meets is unsatisfactory, we all must admit. I am going to try and tell the reason why.

I served first as a judge of a race meeting in 1882. Since that time I have worn the judge's badge in all parts of the country and on many occasions.



## LIBERALITY...

“It is not the nature of true greatness to be exclusive and arrogant.” — BEECHER.

Certainly not. The L. A. W. BULLETIN is willing that others should share its circulation, which is as indicated above.



The Cyclometer that Revolutionized Cyclometers.

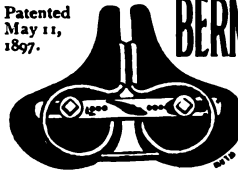
## THE VEEDER... PRICE \$1.00

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.**



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.**

## SA-YO Mint Jujubes

Quickly relieve  
 Coughs and Throat  
 Irritations.

5 CENT PACKAGES.

On sale everywhere.



Your address  
 is wanted by

for a Catalogue which  
 will tell you all about

If you are a good agent in unoccupied  
 territory, write—we'll treat you white.

*The Trinity* People

A GENUINE BICYCLE.

TRINITY CYCLE MFG. CO.  
 Keene, N. H.

Two large boxes filled with badges testify to my continued and frequent service. I think I am qualified to speak.

I have given some attention to the subject of poor judging and have made some investigations during the past two years, and I have come to this conclusion:

We have poor judging because the judges do not stand in the right place.

At the present day we have very close finishes. The riders come to the tape in a bunch and pass the judges like a flash of light. Race promoters hang up three, four, five or six prizes. It may be possible for a board of judges to get the first three men. It is beyond the bounds of human possibility for them to get the fourth, fifth and sixth men in a close race. They guess at the positions, feeling sure that they cannot be disputed. I am talking of bunch-finished races, not processions.

Put a board of judges on the track. It is a close finish. They stoop down to catch it. The winner comes upon the outside. He passes close to the judges and shuts out their view of the other riders. Tell me if you think these judges can catch the second and third man.

The judges stand too near.

Sit with me in a railway coach and try to read the inscriptions on the mile posts which are close to the track. You can't do it. Read that sign erected in the field fifty feet away. It tells about Moon-

\$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



## The "Rusch" Bicycle Saddle

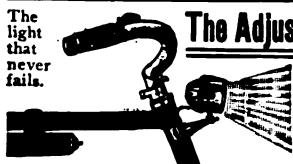


The only saddle that conforms to the shape of the rider. Price, \$3.50. Special Offer of \$2.00 for a short time, to introduce the saddle. Strictly hand-made of the best oak-tanned leather. Weight of saddle, 18 oz.

**The "Rusch" Bicycle Saddle Co.**  
 91 and 93 Thompson Street, New York City.

**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 illustrated catalogue. Also lamps for gas-works, breweries and carriages.

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

beam Soap. You can read every word and study the mechanism of the sign as well.

Reverse the positions. Stand in the field or at the side of track and let a train go by. Try to read the inscriptions on the car. You will get the same results.

Ride on your wheel at night. Why do you seem to go faster than when you ride by day? Because distant objects are obscured. You see only the things near at hand and these go by you more rapidly.

At race meetings we have judges and we have scorers. The judges stand on the track. The scorers sit in the judges' stand. The judges' stand puts a man some distance from the track and elevates him a little. The scorers have the better position.

At a banquet given two years ago, by one the leading clubs of Boston, my friend Jack Fecitt was called upon to respond to the toast, "The Scorer." Jack has used the scorer's pencil on many occasions. He said, among other things: "The duty of the scorer is to correct the judges in their decisions." He spoke from experience. It will be found to be the rule that the scorers are more united in their opinions and more certain of their decision than the judges are. They are better located.

I would suggest that the judges' stand be set farther back and raised a few feet. Then turn the scorers out and put the judges in. The scorers can sit anywhere.

**THEY ARE GOING** to be popular this season.  
"It covers the whole chain."  
"It is self-adjusting."



**THE SAFETY GEAR CASE**  
is the only practical article of its kind on the market, and will fit any wheel. L. A. W. riders, get in line and protect your chain. Write to us and we will tell you all about it. If it is not sold in your town, send us your wheel and we will fit a case to it. Your wheel is practically chainless when fitted with a **Safety Gear Case**.  
The **SAFETY** is enamelled in any color to suit purchaser, and without any extra charge, thus making a beautiful addition to your mount.  
**SAFETY GEAR CASE CO., 319 and 321 St. Clair St., Toledo, O.**

**ALLERTON** • The kind the riders ask for and come back again to buy.  
**SMICA** CHAIN • **WHY?**  
TRADE MARK  
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.**

If the judges were located half-way up in the grand stand it would be better still, but here their vision would be obscured by the excited crowd that would stand up to see a close finish. Inasmuch as the eye can better follow a squad down to the tape when looking from the outside of the curve than it possibly can when looking from the inside, I believe the grand stand position would be better if it could be arranged.

Race promoters like to select prominent officials for judges. They like to compliment the official and the crowds like to see him on the track.

A word of suggestion. Select capable men for judges and make scorers of your officials. The official will have an office without work, and that will suit him in nine cases out of ten.

The moral of my tale then is: Push the judges farther away and elevate them a little.

#### A Postscript.

We know a paradoxical spot  
That's Chili though the weather's hot.—*L. A. W. Bulletin.*

While Chili's weather is quite hot,  
Sight of this fact, pleased do not lose;  
That since her weather can't be seen  
T'is really nothing to Peru's(e).

A. E. L.

"I'm not a professional sponge, sir," said the tramp. "You're certainly not a bath-sponge," was the answer.

## THE LAMP OF THE YEAR

...THE...

## M. & W. '98 Bicycle Lamp

BURNS  
KEROSENE.

WILL  
NOT  
GO OUT.



EASILY  
CLEANED.

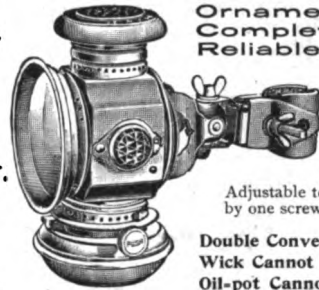
Ornamental  
Complete  
Reliable

Combination  
Bracket.

Can be used  
with Outside  
Brake.

Adjustable to any position  
by one screw.

Double Convex Lens.  
Wick Cannot Drop Down.  
Oil-pot Cannot be Lost.



If local dealer does not have our line, write for  
Circulars and Prices.

**The MATTHEWS & WILLARD MFG. CO.**

40 Murray St., New York.  
Waterbury, Conn.

**M. & W. '98 SILVER TONE BELLS**  
"MADE LIKE A WATCH."

Soon after March 1st we shall have an attractive proposition to make.

#### Solved.

"Oh, does she love me?" by the sea  
I mused, "a puzzle sweet is she."  
Now back in town, I've solved the doubt,  
I've called and found the puzzle out.

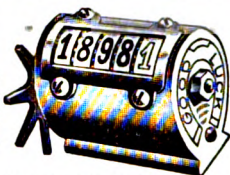
#### THE BICYCLE AND REAL ESTATE.

Property within walking distance of the railroad station or the street-car line does not enjoy the high-priced exclusiveness to quite the degree it once did. Man's legs have been lengthened and his speed increased by the introduction of the bicycle. Property that was once denominated as "outside" may now be termed "inside." The bicycle has lessened distances, and where once the necessity of keeping a horse and carriage rendered many properties undesirable, the possession of a bicycle now brings them within easy reach of the centres of activity. The public trend is toward the suburbs and the country. The well-to-do families desire to get out where there is plenty of room for lawns and flower-gardens. Those in more moderate circumstances desire to own potato patches and vegetable gardens. The man who enjoys living in an apartment house in the heart of the city, where he has a car line in front of his door, an elevated-road just overhead, and a subway just underneath, with drug stores, bakeries, grocery stores, meat markets, saloons and livery stables within a stone's throw of his home, is going out of fashion. Even brass bands, patrol-wagons and fire-engines finally grow monotonous, and a normal mind yearns for a bit of peaceful



**GOOD LUCK CYCLOMETERS**

are made for 24, 26 or 28-inch wheels. Sample Good Luck Cyclometer sent to any address in the United States, by registered mail, on receipt of \$1.00. Every cyclometer carefully tested. For Catalogue and prices, address



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



**Fairbanks-Boston Laminated WOOD RIMS** are the highest grade for bicycles. Be sure you have them on your 1898 high grade bicycle. Send us your address and receive a sample section for examination.  
FAIRBANKS-BOSTON RIM CO., BEDFORD, MASS., & BRADFORD, PA.

**PROFIT IN THIS**

**Magic Lantern and Stereopticon Exhibitions** pay well. Small capital needed. 250-page catalog, descriptions and lowest prices of everything necessary, **FREE**.  
**McALLISTER, Mfg. Optician, 49 Nassau St., N. Y.**

**ASK YOUR DOCTOR**

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

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

**NO '98 BICYCLE** Will be up-to-date and complete without the **Ridgway Instantaneous Adjustable Handle-Bar.**

See last week's "ad." and send for particulars and price.

**JAMES H. BURT MFG. CO., SPRINGFIELD, MASS.**

**"Comfort Bicycle Garter"**

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

Ask your dealer, or send 30 cts. for plain, or 50c. for cloth or velvet covered.

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

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

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

quietude and glimpse of nature. To a greater or less degree the bicycle has made it practical for business men and shop men to live much further away from the place of work than heretofore. The line between city and country is not so distinctly drawn as heretofore. The bicycle and electric car have extended the suburbs indefinitely, and according to all students of industrial and social problems the result will prove happily beneficial to all. Even though the weather in winter may for a time make it inconvenient to dwell in the country there will be many months in which the workers in town may spend a good share of every twenty-four hours "far from the madding crowd's ignoble strife."

**LOSS OF POWER IN CHAIN-DRIVING.**

A correspondent of an English paper describes some experiments he recently made with a view to determining the loss which occurs in the transmission of power by chains on bicycles. "Gears ranging from 59½ to over 100 were tried, and rear chain wheels of from seven to ten, and one of twenty teeth were also tested. The effects of adjustment from extreme looseness to considerable tension on the chain friction were examined, and also the effects of wear, dirt and lubrication."

The smallest loss he found was three per cent.,

**Our Model "D" \$28.00**

Fully Guaranteed. RETAIL PRICE, \$28.00

Complete Nicked Fittings, guaranteed, Tires, and everything to build above wheel... \$9.00.

Send two 2-cent stamps for fifty-page Catalogue — dealers free.

**F. S. WATERS CO., 155 W. Washington Street, CHICAGO.**

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

**HITCHCOCK LAMP CO.**

For sale by all dealers. Catalogue for the asking.

**Watertown, N. Y.**

**BICYCLE SADDLE EXCHANGE, 26 WEST BROADWAY, NEW YORK.**

**All Makes Sold on 10 Days' Trial.**

Largest saddle assortment in U. S. Write for list. Unsatisfactory saddles in good condition taken in exchange.

**GOOD-BYE TO THE BICYCLE AGENT. Napoleon and Josephine Bicycles**

elegant, up-to-date 1898 models. None better. Sold by manufacturer direct to rider at wholesale prices. Do not pay agent's profit. Sent on approval. For catalogue, write **JENKINS CYCLE CO., 188 Custom House Place, Chicago.**

**ROYAL PURPLE Ribbon Badges with L. A. W. Emblem in Pure Gold; guaranteed not to tarnish.**

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

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

**Two Independent Cyclometers in One.** Price, \$1.25.

The Trip registers 100 miles from tenths up, showing daily records or distances from place to place.

The Total registers 10,000 miles, keeping a perfect record of the season's mileage.

Has a simple device for setting Trip back to "0" without interfering with Total.

Total can be set and repeats.

**U. S. MANUFACTURING CO., Fond du Lac, Wis.**



and this only with the best chains on carefully-cut sprockets. The width of less than quarter inch increased friction of chain. Dirty chains showed a loss of from ten to fifteen per cent. There was less loss with loose chains than tight ones, but a sag of over three-quarters of an inch from a straight line was found unsafe.

The most serious loss of power in old chains was found to be their getting out of pitch through wear, and so slipping on the teeth of the sprocket; but some old chains, when well cleaned, proved equal to new ones. The condition as to cleanliness of an old chain, also, affected its running more than it did a new one.

Other things equal, higher gears lost less by friction than lower ones, and a given gear lost less when made by two large sprockets than when formed by smaller ones; but a limit was found to this, for a machine with a twenty-tooth rear sprocket made no better showing than one having a ten-tooth.

His conclusion was that the loss of power on a well-made and well-kept chain is not serious, and that it is "improbable that any device for power-transmission between crankshaft and wheel can be made to waste less than this amount."

CATS sell at so much "per" dozen.



...FREE WITH EVERY PAIR OF...

## NEWTON TIRES



This Repair Tool, with plugs, pliers, cement and tire tape; or we will mail the same to any address on receipt of 50 cts. in stamps. Write for our fully illustrated 1898 Catalogue, to

**THE NEWTON RUBBER WORKS,**

132 Lake Street, Chicago, Ill.

123 Pearl Street, Boston, Mass.

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.**



Others might be Cheaper, but  
None as Good

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

*The Lovell*

**SADDLE CO. (Inc.),**

631 Walnut Street, Philadelphia, Pa.

Price, \$3.00.

## THE BICYCLE BLUSH.

Some days ago *The Sun* announced the discovery of a new distinction of bicyclists, which, in the flurry over cheaper wheels, was comparatively little noticed. It is neither deformity nor affliction, and unlike the bicycle face, it is not peculiar to men. The women have it more conspicuously. Whatever may be said as to the actual existence of "ostrich necks," "pigeon toes," "knock-knees," and other abnormalities caused by wheeling, the lately developed "bicycle blush" is real and a virtue.

It must n't be inferred that the bicycle blush is, in the least degree, the result of shock, anger, or humiliation. Quite the opposite. A young woman may be spinning along the avenue unaccompanied and with nothing whatever to molest her, and at the same time present a very striking example of the bicycle blush. Or, she may be reclining leisurely at home after her ride, and still possess the bicycle blush. In fact, wherever she may be it will cling to her.

The blush in question results from the generous inhaling of fresh air, from the healthful exercise of the body, and from the consequent free circulation of the blood. Plenty of life-giving oxygen is responsible for the bicycle blush, and the best way to produce it is to mount and roll away. — *N. Y. Sun.*

"Oh, you're stuck up!" said the housekeeper to the window-sash she could not pull down.

## A TERRIFIC SPEED

*The Rubber  
Spool Spins.*



can be checked instantly by the  
**FAULTLESS ROLLER BRAKE,**  
without the slightest damage to  
your tire. Cost is trifling; life  
is precious.

If your dealer has n't them  
drop postal to

**Faultless Roller Brake Co.**

BALTIMORE, MD.

*Hand Brake.  
Foot Brake.*

## CIGARS

From Factory to Consumer.  
American News Cigar \$2.50 per 100, or sample box of 35 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.,**

*A Cigar for the Times—try them.*

Reading, Pa.

## 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.**



**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.**

## NEW BRUNSWICK TIRES.

## AN INGENIOUS MINISTER.

The Rev. W. W. Steel, of Ardmore, Pa., while discouraging sinfulness on principle also takes a practical view of things, and believes in making sin harder for the sinner. He has an electrical device so connected with his bicycle, when it is stored at home, that its removal will at once set ringing a gong, and that proclamation that something is wrong will continue until the machine is replaced. Of course he has a switch inside the house which may be turned to prevent the gong ringing when it ought not to.

Two New Hampshire towns have been fined for failure to maintain proper guide-boards at the intersection of highways. In one case twelve boards were lacking, and in the other there were seven. These at five dollars each, costs and interest make a neat little sum.

A New Hampshire paper says that the summer business of the State is now its "principal growing industry" and demands better highways.

The prevention of centralization with its attendant evils lies partly in improving means of transportation. With better roads and easier, more rapid transit the people will be less prone to flock into the cities.

BIRDS of a feather may get on the same hat.

**BICYCLE DELIVERED FREE!**

To any point East of Missouri River. If you are going to buy a bicycle this year, don't get fooled by Department Store lies. They advertise \$100 bicycles for \$19.90, but most of their so-called high grade wheels are the cheapest kind of trash, made to their order in Toledo for \$13.25 complete. Buy from a reliable maker direct, and get a full year's guaranty. **Our price to all alike, \$35.00, delivered.** Warranted the best bicycle in the world for the money. Satisfaction guaranteed or money refunded. Ask the editor of BULLETIN if we are reliable. Cata. free. **PATEE BICYCLE CO., 111 Main Street, Peoria, Ill.**



**SOLDER** The damage caused by muriatic acid may be entirely avoided by using the Elliott Non-Corrosive Soldering Fluid. Used by nearly **WITHOUT** all of the leading bicycle and electric companies. Put up in 1 oz., 4 oz., 1 pt., 1 qt., ½ gal. and gallon packages. Discount to the trade. **ELLIOTT CHEMICAL WORKS, Newton, Mass. RUST**



**THE LEFEVER.** Handsomest Chain in the World... Accurately built. They cost a little more. You know why. You have heard of the famous Lefever shot gun. Order Lefever chain on your '98 mount. Full particulars. **LEFEVER ARMS CO., Syracuse, N. Y.**

## Study Law at Home

Instruction by mail, adapted to every one. Methods approved by leading educators. Experienced and competent instructors. Takes spare time only. Three courses, preparatory, business, college. An opportunity to better your condition and prospects. Students and graduates everywhere. **Eight years of success. Full particulars free.**

Sprague Correspondence School of Law, 270 Tel. Bldg., Detroit, Mich.

**AN OBJECT-LESSON.**

The fine sleighing of the last few days out on the Island has demonstrated the advantage of having good roads, especially in those sections of the Island where the highways have not been permanently improved. With a good coating of snow, well packed, all the highways are first class just now, and the difference is so marked in those sections where drivers have been accustomed to sand or mud that business has been much improved. Hundreds of sleighs have been driven into the towns from the outlying sections, and the business men have felt the benefit. That simply shows what would happen if the dirt roads were made good all the year. — *Brooklyn Times.*

The New York legislature will be asked to provide for the free carriage of bicycles on ferry boats.

WHEN a man gets full he usually insists on going down Broadway, but when he sobers up he feels like sneaking down some hidden side street.

**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.**

**OUR 30 DAY OFFER \$100**

For 30 days to introduce, we will ship a swell '98 Model wheel to any one C. O. D., upon receipt of \$1.00.

You can make BIG MONEY as our Agent. We offer choice of Cash, the FREE USE of a sample wheel or outright gift of one or more wheels, according to work done.

**INTRODUCTION PRICES:**  
"Roanoke" 1½ in. tubing, flush joints, 2 place cranks, M. & W. Tires... **\$29.00**

"Putnam" 1½ in. tubing, 2 pc. cranks, M. & W. Tires **\$24.00**

"Albion" 1½ in. tubing, 3 pc. cranks, New Brunswick Tires **\$19.00**

'97 and '98 MODELS, various makes and styles... **\$12.00 to \$16.00**

WHEELS, slightly used, modern types... **\$5.00 to \$15.00**

ANY CATALOGUE FREE. SECURE AGENCY AT ONCE.

**H. T. MEAD & PRENTISS, CHICAGO.**

**The Seat Ideal for the Ladies' Wheel.**

Here is a modern saddle unlike the long, thin strap That the rider has to straddle, for it holds you in its lap.



**THE WHEELER SADDLE CO., Detroit, Mich.**

## ..A '98.. PROPOSITION

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

**MANSON CYCLE CO.**

153-155 W. Jackson Street, Chicago.

## LEAGUE TIRES

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

**VARIABLE COLORED LAMP LIGHTS.**

Something new in lamps is reported in one having a star wheel, similar to those in use on cyclometers, which moves panes of glass of all colors in front of the flame. The star wheel is also so arranged that the rapidity of the changes can be easily and conveniently controlled by the rider.

**EVOLUTION OF THE CYCLE.**

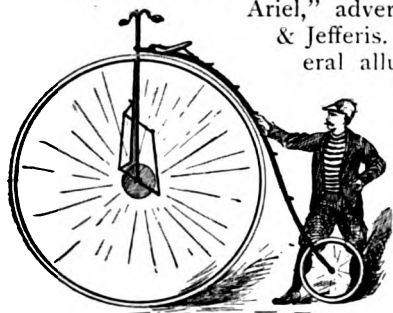
X. The "Good Old Ordinary."

1875-1886.

At the beginning of 1875 the true bicycle type was firmly established. Races had shown its speed, touring its practicability, and only modifications in form and improvements in detail were required to perfect it. In January, "A Magazine of Velociped-ing, Athletics and Aerostatics" was started, and received the appropriate name of *Ixion*. The machines advertised in it were the Ariel, Eclipse, Pegasus, and John O'Groats, and two makers gave no names. A race meet was also announced, the first prize for

professionals being twenty pounds, and the first for amateurs was of the value of twelve guineas. There were about twenty firms engaged in manufacturing.

The greatest novelty of the time was the "7-foot Ariel," advertised by Haynes & Jefferis. There are several allusions to such a machine to be found. One is the advertisement of the above firm; another is the picture here reproduced, and still another is the fact that H. J. Lawson designed



84-INCH BICYCLE.

a wheel of this height at about the same time; but whether Lawson's machine was constructed by Haynes & Jefferis, and whether this picture is an accurate representation of it, is not certain.

At about this period the Gentlemen's Bicycle, by the Coventry Machinists Co., became popular as a high-class machine. On it the long, awkward arms for the foot-rests were replaced by shorter ones, and the whole appearance of the machine was improved. Up to this time steering-heads had been the old socket, or the open head, such as was long used on Excelsiors and Harvards; but, during 1875, Hydes & Wigful brought out the Stanley head, and it shortly came into general use.

Until 1876 fork-sides were made solid; then hollow sides with very thin edges were tried, but proved to be weak. These were soon replaced by oval, fluted and double sections. Rims were made solid, and U or V shape. Saddle springs had enormous bows which curved out in front of the head, but later were hinged behind the head; the lower end, in both cases, rolled or slid on the backbone and required frequent oiling. Saddles were small iron plates with a bit of pig-skin stretched across, and often were excessively uncomfortable to ride.

The size of the big wheels was being run up close to sixty inches for tall men, and the rear ones were reduced to eighteen, seventeen, and even sixteen inches. The inefficient rear brake was being discarded; a trailing brake was tried, and the Surrey Machinists Co. added the front-wheel brake-spoon. At first, this had to be applied by pushing out the upper arm-lever; but it was soon improved by the addition of the fulcrum on the handle-bar. In those days wheels were seldom true, and irregularities in the rim readily caught on the spoon when the brake was applied and were likely to occasion headers.

About this time, 1876, John Keen made a back-



CHALLENGE.—1876.

bone, ending at the rear in what he called a "single-fork." The idea, however, was neither new nor valuable, for the Coventry Machinists Co. had made a velocipède on the same principle in 1870, and Starley had tried practically the same thing in his Ladies' Ariel in 1874.

In 1876 Singer's Challenge was a very popular mount. The front wheel had but thirty-six spokes, which were nipped and nuted; the tires were  $1\frac{1}{8}$  front and  $\frac{7}{8}$  rear; the bearings were cone; handle-bars about eighteen inches long, and solid, as well as the fork-sides, and the head was still of the socket pattern. The long arms for foot-rests were replaced by short rests on the fork-sides "which automatically folded themselves up by a spring when not in use." Its most striking feature was Carter's trailing



A CLUB MEMBER.

brake. This was pivoted in the centre, and when the upper end was raised by pulling on the attached cord the lower end dragged along the ground. It was an absurd conceit and, naturally, ineffectual.

Bearings were still plain, parallel or cone, but were soon followed by rollers and then by balls. These, at first, were not adjustable, but were made with an upper and lower half, bolted together. On Sept. 19, 1877, J. H. Hughes patented his adjustable ball bearing, which has since become Bown's Aeolus, and on Feb. 8, 1878, Daniel Rudge patented his "unequalled" adjustable bearings. These bearings were essentially the same. Since then all makers have adopted them. At first they were fitted only to front wheels;

then to the rear, later to the pedals, and, finally, by some makers only, to the head.

In 1878 it was estimated that there were fifty thousand wheels in use in Great Britain. About this time the first tangent spokes were made by the Coventry Tangent Co., which was afterwards merged into D. Rudge & Co. They were used for a time, but given up, and some years later re-appeared, and were by degrees universally adopted. The freak of the year was a French machine with a 98-inch front wheel. It was not even up to date and was, of course, an absurdity.

During 1879 another attempt was made to produce a bicycle for women, — this time by Thomas Sparrow. His machine had a large driving-wheel, but the little wheel was made the steerer, and placed in front, and the driving was done by levers, much as on the American Star soon after. The rider sat



almost over the big wheel, from which her skirts were protected by an elaborate guard, and steered by a handle-bar below the saddle. The position was awkward; mounting and dismounting could not be made without assistance, and the machine did not prove successful.

The next four or five years saw many changes in detail made in the bicycle. It became constantly a lighter, stronger, easier running, more graceful, and in every way a better machine. Experience in its use and manufacture showed the weak points in the early patterns, and when the eighties fairly opened it reached a high degree of perfection. Narrow handle-bars were lengthened to twenty-six inches and had T or spade grips; cranks had an inch added to them, and became, in rare cases, six inches long. Spokes changed from nipped and nutted to direct and then to tangent; in number they rose from thirty-six, "spokes for inches," as high as ninety, and finally settled at from sixty to seventy, according to size of wheel; tires were reduced from  $1\frac{1}{4}$  and  $1\frac{1}{8}$  solid rubber to as low as  $\frac{3}{4}$  inch, and then settled at  $\frac{7}{8}$  and one inch, sometimes with a hollow core; they were usually cemented on, but sometimes vulcanized, and occasionally were held by wires running throughout their length.

In 1878 the ineffectual competition of the high safety had started, but the regular bicycle was very slightly affected by it. In 1884 and 1885 the low safeties came, and then the change began. The low wheels were, at first, called "safeties," and not bicycles; while the usual, regular, high-form in ordinary use was called the "ordinary," and this is the name on which those who ever rode it love to dwell.



"GOOD OLD ORDINARY."  
1886

The motion of the "ordinary" was more exhilarating than that of the "safety." The position, so nicely balanced, nearly on one wheel; the absence of a wheel to be pushed in front (wheelbarrow fashion); the free, billowy, rolling motion that ensued, gave to riding and coasting on it a peculiar charm that was wholly its own, and afforded sensations which those who have enjoyed them count as among the most delightful experiences of their lives.

Highways must be properly crowned in order to shed water. A flat road surface is a flat failure.



SPARROW'S LADIES' WHEEL.—1879.

## THE WORLD'S VICTORS.

NIXON WATERMAN.

**H**URRAH for the beacon-lights of earth, —  
The brave, triumphant boys!  
Hurrah for their joyous shouts of mirth,  
And their blood-bestirring noise!  
The bliss of being shall never die  
Nor the old world seem depressed  
While a boy's stout heart is beating high,  
Like a glad drum in his breast.

Ye wise professors of bookish things,  
That burden the souls of men,  
Go trade your lore for a boy's glad wings,  
And fly to the stars again.  
Nor grope through a shrunken, shrivelled world  
That the years have made uncouth,  
But march, with the flaunting flags unfurled  
By the valiant hands of youth.

Oh, never the lamp of age burns low  
In its cold and empty cup,  
But Youth comes by with his face aglow,  
And a beacon-light leaps up.  
The gloomiest skies grow bright and gay,  
And the whispered clouds of doubt  
Are swept from the brow of the world away  
By a boy's triumphant shout.

## SOME LOOSE SPOKES.

Young David must have looked *stunning* when he banged Mr. Goliath on the head.

Should Irish whiskey be ranked among the Mick's drinks?

A pair of pinchers: two crabs.

'T is said that, along with other great men, Bismarck made his mark minding his own Biz.

No, Marjorie, reefers and bloomers do not grow on clothes-trees.

How perfectly and smoothly doth flagon rhyme with jag on?

Judge not persons by appearances or environment. The driver of an ice wagon may possess a warm heart.

Can hard cider be termed a soft drink?

DANIEL B. LATIMER.

Look out for your tires while the wheel is not in use. Don't allow them to remain flat. Keep them partially inflated.

The annual report of the New York State Prison Commission recommends that short-term convicts in county jails be employed on the roads at breaking stone.

The hind wheels of a farmer's wagon dropped into a mud hole the other day and stayed there, while the horse and trucks went on. Do farmers need better roads?

The exhilaration produced by cycling is due, in no small degree, to the sense of the power over nature which it produces.

# 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 BY THE

## FOWLER CYCLE WORKS

(Incorporated),

130 to 136 W. Washington Street,

CHICAGO, U. S. A.



### About this Picture.

If you are going to pay \$60.00 or \$75.00 for a new wheel, rather than a less sum, it is because you think the cheaper wheels lack **quality**.

We commend your wisdom in seeking **quality**, and you are wholly right in believing a high-grade wheel can not be sold for \$43.50 by the **usual methods**.

But please notice that Fowler's **new plan** of selling direct from factory to rider at one profit

KEEPS AND CUTS  
QUALITY AND PRICE.

I challenge the world to beat the 1898 Fowler Model for quality, piece for piece!

And why not?

The difference in price (\$31.50 in this case—a big difference on one wheel, is n't it?)—This difference does not come out of the **wheel**, but is a saving

which naturally follows our new method of doing business. The agent, etc., used to get it,—now the rider gets it if he buys a Fowler.

By selling direct to the rider, I can and do make and sell a better wheel than I ever did before—and you know I have **always** made fine wheels.

The new Fowler way is all in favor of the buyer. We give the largest options of everything best in the market, and the guarantee of quality is the personal honor-guarantee of the "original Fowler man"—the friend of the riders—the maker of "the prettiest wheel of the season!" Even the most prejudiced have to admit quality and beauty in the new one-profit bicycle.

Yours sincerely,  
FRANK T. FOWLER.

## What you get for \$43.50.

### Briefly stated.

The new Fowler weighs 23 lbs., flush joints, 2½ inch drop frame, 4¾ inch tread, one-piece crank shaft, "Trinity" diamond-shaped cranks, star sprockets 23—25—27 front, 8—9—10 rear, new style diamond fork crown, combination internal clamping adjustable bar, any shape; "Trinity" type of hub, only simplified, even better in some points; Baldwin chain—you all know it's the best; "Trinity" seat post fastening; and a new pedal that is the best of the year's crop. Almost any color (except white and pink, which are \$1.50 extra).

Any saddle, } Take your choice.  
Any tire, }  
Who gives you such options and quality as Fowler? Nobody—think that over. **You take no risk** with a Fowler. Guarantee behind the purchase.

Send for our new  
Catalogue and Booklet.

## Why the Odd Figures, "\$43.50" ?

Many think it strange that we made the new price what we did. The explanation is simple enough and may be interesting to you.

In seeking to put the sale of our wheel on a strictly business basis we figured out on a very

conservative expense-basis. the exact cost of one wheel standing completely equipped in our sales-room.

We have no objection to naming that figure. The cost was just \$38.50. As we intend doing a large business, practically for spot cash, we concluded that \$5.00 would satisfy us as a clean profit on one wheel. Adding it, we had our new selling price "Direct to Rider"—\$43.50.

A close margin, truly; but the business of today **must** be done on close margins—the failure to recognize this fact is putting many a big bicycle concern into a hole, from which it will only emerge as "a memory"—and a mighty disagreeable memory at that.

And this is the "Why" of the odd figures—\$43.50.

By the way, do you notice how **odd** the difference is between our figures and—others? Reckon it up and see if such difference is in favor of your buying the Fowler One-Profit bicycle!

## OUR BARGAIN COUNTER.

### BARGAIN No. 4.

**Bicycle Enamel**, any color, in pint cans, net, each **30 cents**. Postage paid by us. Enough to enamel an entire wheel-frame.

### BARGAIN No. 1.

We received cash orders for 300 of the Saddles offered as Bargain No. 1. This cut shows it:



A nice padded saddle, designed after the famous "Brown" pattern made by a well-known concern who simply leave their name off it. Never before sold for less than \$2.50. Our price, postage prepaid, only **\$1.00**.

Cash must accompany orders for these bargains, every time.

Address, **FOWLER CYCLE WORKS**,  
130 to 136 W. Washington St., Chicago, U.S.A.



## THE ASS AND THE LION'S SKIN.

JOE LINCOLN.



HERE was a donkey once,  
or so I've read,  
A plain, old jackass, kind we're  
allers guyin',  
Who found a lion's skin (most  
likely spread  
Out in the sun, and stretched,  
yer know, fer dryin').  
Well, anyhow, he got inside the thing,  
And, as a lion, scared the folks ter  
prayin',  
Until he tried ter roar and then, by  
jing!  
They knowed he was a jackass by  
his brayin'.

There was a feller once — er twice — er more  
Than twenty million times — who cut a pretty figger,  
And if the blamed chump had n't tried ter roar  
In people's eyes he 'd still be growin' bigger.  
But no, he had ter talk and what he said  
Showed folks he did n't have no brain whatever,  
Whereas if he'd looked wise and shet his head,  
They 'd said that he was cute and sharp and clever.

There was a wise man once that wrote this tale  
And through the years we've told it ter each other,  
But still along that brayin' critter's trail  
You're trottin' on with me, my friend and brother.  
Why can't we learn this simplest of all rules,  
And, when we'd robes of borrowed wisdom tie on,  
Jest shet right up, because there's lots er fools  
Who're glad ter take a jackass fer a lion,

## AGAINST SIDE-PATHS.

A New York member, who is, himself, secretary of a side-path association, does not believe in side-paths as a general thing. He writes as follows: "During the past Summer I rode in many sections of the State and over miles of side-path (to the cost of which I contributed), and the methods of maintaining the same are varied and, in some instances, annoying.

"In one place you find a sign announcing that 'this path was constructed for the use of bicycles only and all riders are free to use it.' Farther on you encounter another notice that 'if you like this path, donate \$1.00 and we will build some more.' In other places you see placards at every corner call-

ing on you for a contribution and classing all as spongers who are not decorated with a label of a designated color. In one instance I knew of a lady and gentleman being stopped by an officer of a path and told there was room in the road for those who did not help in side-path construction.

"I am well aware that to maintain a cinder-path it is necessary to have a revenue, and if it be a purely voluntary and not a compulsory contribution, there will be many who do not pay a cent, but I am at a loss to understand how, if you construct your path between the fences of the highway, you are going to keep people off. Tourists, without the 'license tag,' passing along roads where there are side-paths, are apt to use them, and are they to be ordered off upon discovery?

"One of the chief aims of the L. A. W. is the promotion of good roads, and if anyone, infatuated with the cinder-path idea, will take a trip when good roads abound, it is almost sure to cure the mania for a narrow strip upon which, in many instances, it is almost impossible for two wheels to meet or pass.

"Let us make every endeavor to pass the Good Roads bills this Winter and take up the side-path schemes when all else fail."

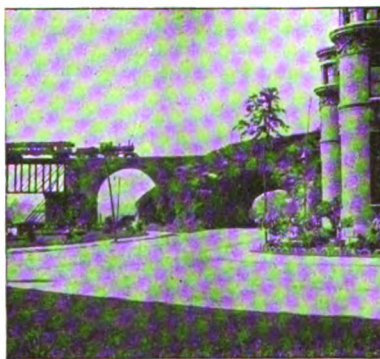
## IN SYMPATHY WITH THE LEAGUE.

A letter from the president of the Chambersburg & Bedford Turnpike Road Co., of Pennsylvania, referring to the picture published in the L. A. W. BULLETIN, on January 21st, says that "the picture, when taken, was a correct one," and adds that, "since that time that section of the road has been much improved. If it is not now what a wheelman would call a good bicycle road, I doubt whether it can be made such. All we can ever hope to do is to make these few miles of the road, in the language of our charter, as good 'as the nature of the country and the materials will admit.'

"Wheelmen have now, and probably always will have, the privilege of traveling this section of the road toll free. The soil is a deep, white sand, and there is nothing that can be called really good road



CYCLE PATH AT EAST HAMPTON, L. I.  
Photo. by L. W. Brown, Utica, N. Y.



RIVER DRIVE, FAIRMOUNT PARK, PHILA.  
Photo. by J. H. Weeks, Philadelphia, Pa.



CINDER PATH, FOREST PARK, ST. LOUIS.  
Photo. by J. A. Glover, St. Louis, Mo.



metal in either direction within ten miles. I believe I am safe in saying that with the exception of about two miles of road, where the soil and materials are similar to that shown in the picture, the entire fifty-six miles of the Chambersburg & Bedford Turnpike Road, considering the character of the country, are not open to honest criticism.

"The tax levied in the shape of toll has not for fifteen years gone into the pockets of stockholders, but has been steadily used in the improvement of the road, and such is the policy of the present management. I appreciate the efforts of the L. A. W. for the improvement of roads everywhere. The Chambersburg & Bedford Turnpike Road Co. can be depended upon to co-operate heartily with the L. A. W. in giving to wheelmen, and to travelers generally, the very best road possible under the circumstances."

### PROMINENT NEW MEMBERS.

Application for League membership has been made by John M. Stahl, whose sympathy with the Good Roads cause has been shown in active work for it, and encouragement of it, for years. Mr. Stahl is editor of the *Farmer's Call* and secretary of the Farmers' National Congress. He began life in a



pioneer's log cabin, and early showed his fondness for study, taking his books with him to the field to use while his horses cooled off. His first article in an agricultural paper was published when he was but fifteen. Later he taught school, read law and was admitted to the bar, but did not practice. He has written much and is prominent in the grange, farmers' insti-

tutes and all movements calculated to improve the condition of American agriculture. He was also the promoter of rural free mail delivery, and largely through his efforts the Government has experimented with it. His picture is shown herewith.

Another prominent new member is W. Holt Apgar, attorney-at-law, of Trenton, N. J. He is Grand Regent of New Jersey, and Supreme Vice Regent of the United States, of the Royal Arcanum; Senior Grand Warden of the Grand Lodge of New Jersey of Free and Accepted Masons, and well known throughout the State.

**WORKS OF FRICTION:** cheap bicycle bearings.

### GOD HELP 'EM!

NIXON WATERMAN.

GOD help the homely women! those who in form and face  
Are lacking in the charms that breathe of winsomeness and grace,  
Whose eyes are not bewitching, and whose cheeks are n't like the rose,  
And who are faulty in the lines of brow or chin or nose.

For them the poet does not weave his sonnets soft and sweet,  
And when the cars are crowded, oh! they never get a seat.  
No lover tells them fairy tales, and, if they win a man  
In Cupid's final remnant sale, it's just catch-as-catch-can.

God help the handsome women! whom all the men adore  
And every ninny woos until he makes himself a bore.  
A thousand men are after them, and with their smoothest arts  
Are busy setting subtle traps to break their tender hearts.

And so it is with women, be they fair or be they not,  
It's mighty seldom they may find their lives a happy lot.  
No matter where their paths may lead, some shadows must befall,  
They're built that way, and so I say, God help 'em! one and all.

If bicycle stealing keeps on increasing they may have to make the wheels square, because it isn't safe to leave them 'round any more.



**To Makers of Tandems:** I want to buy two light tandems; drop-frame in front. Please send cut, full details and price to BEACON STREETE, care L. A. W. Bulletin.

### KING KLONDIKE.

The Rex Cycle Co., of 84 Adams st., Chicago, Ills., have issued this beautiful two-step by George Maywood Schleiffarth. It is sold by music dealers, for piano, at 50 cents. It will be mailed for the next thirty days for 10 cents.

This is the most catchy two-step of the year.

Address REX CYCLE Co., 84 Adams st., Chicago, Illinois.

### 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.

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



### MORE FACTS ABOUT WIDE TIRES.

The value of wide tires in compacting and improving dirt roads is beyond question, under nearly all conditions, and their usefulness in preserving the surface and character of well-constructed highways is equally marked. There is perhaps no easier and quicker method of promoting road improvement in most sections of the country than by securing the general adoption of wide tires.

The tests of wide tires made by Prof. Waters, of the Missouri Agricultural Experiment Station, at Columbia, Mo., show that wagon tires six inches wide are from fifty to one hundred per cent. better for all farm and draft purposes than the narrow tires in ordinary use. He had noticed that water, at first following only wagon tracks, often wore great ditches and rendered fields useless, and that country roads were affected in the same way. A series of experiments was thereupon made on macadam, gravel and dirt roads, meadows and pastures, stubble lands and ploughed lands, wet and dry.

On macadam roads it was found that 2,482 pounds were hauled with broad tires with the same draft as 2,000 pounds with narrow tires. About the same advantage was found on gravel roads, except when wet and sloppy on top. On good dirt roads 2,530 pounds on wide tires gave the same draft as 2,000 pounds with narrow ones. On muddy clay roads, drying on top, or dry on top and spongy underneath, 3,200 pounds on wide tires were equal to 2,000 pounds on narrow ones. As this sort of road improves, the difference between the tires diminishes, but remains about twenty-five per cent. in favor of the wide ones when the road is hard and good.

If, however, the mud becomes soft and very deep, the advantages of the wide tires decrease until the mud adheres to both sets of wheels and, finally, the narrow tires pull the lighter. The other conditions in which narrow tires were found to pull easier than wide ones were on such clay roads as had a firm bottom, but were muddy and sticky on the surface, or when a road was covered with two, or more, inches of very dry, loose dust.

On a muddy clay road, having ruts eight inches deep, a load on narrow tires did not materially deepen the ruts, and the draft was 330 pounds. When the wide tire load was pulled through the same track,

the draft was greater — 382 pounds; but, the ruts were partially filled by the wide tires on each trial, and the draft of the broad tires rapidly decreased, until, after six trials, there was a surface smooth enough for cycling.

On dry clay roads, having deep ruts cut by narrow tires, the first run of the wide tires showed a greater draft than that made by narrow tires in their own ruts; the second trial showed a less draft than that of the narrow tires, if the ruts were not very deep, and even when they measured eight inches in depth three trials of the wide tires so improved the roads as to entirely eliminate all disadvantage and to greatly reduce the draft for all classes of vehicles.

It was found that narrow tires cut ruts varying from five to fourteen inches deep on different sorts of unpaved roads, while under the same conditions the ruts made by wide tires were but from two to five inches.

On meadows, pastures, stubble land, corn ground and ploughed ground tests were made when the surface was dry, hard, firm, wet and soft, and the difference in draft in favor of wide tires varied from 17 to 120 per cent. In meadows the advantage was 38 per cent.; in sod land 84 per cent. In soft timothy sod the narrow tires cut fourteen inches deep, and the wide tires but four inches. In blue grass sod the narrow ruts were nine inches, and the wide but three. In stubble land the draft of the narrow tires was 758 pounds, and the broad tires but 538.

The only conditions in which wide tires are not a distinct advantage are somewhat unusual and of comparatively short duration.

### THE WEAKEST LINK.

Like a chain, a road is no stronger, or better, than its weakest link. In a highway there are many links which may be poor, weak or defective. Whatever or wherever the cause of inferiority may be, the efficiency of the whole road is thereby reduced to a level with that of its most inferior part. If drainage is inadequate, and water accumulates, heavy hauling results; if there is a single steep grade, the size of load that can be transported is materially reduced; if the connection between points is indirect, due to square corners, much time is wasted; if care and repair are irregular and unintelligent, money and labor are spent in vain. The remedy is, lay out the course of the road judiciously, build it scientifically, and care for it constantly.

Farmers have been used to staying cooped up on their farms in bad weather for so long a time that it is hard for them to realize the advantages that would accrue to them from having hard and clean highways at all seasons of the year.

A farm house near Osnaburg, O., took fire the other night, and burned down, because no engines could reach it on account of the condition of the roads. An old man, who was alone in it, perished in the flames.

### TOUCHING STATE AID.

When public highways first began to receive attention their care was delegated to those who lived along them, presumably on the principle that they were chiefly interested in having passable roads. At a later period, as towns and cities grew up, and travel increased over the highways with the development of commerce and the interchange of commodities, the wear and tear became so great that the burden of keeping the main roads in repair was too much to be borne by the inhabitants of the rural districts.

Macaulay alluded to this fifty years ago when he wrote his picturesque account of the condition of England a hundred and fifty years before. Even then the inadequacy and injustice of the plan had become apparent, and it was gradually realized that a change must be made. Macaulay says of this:

"One chief cause of the badness of the roads seems to have been the defective state of the law. Every parish was bound to repair the highways which passed through it. The peasantry was forced to give gratuitous labor six days in the year. If this was not sufficient, hired labor was employed, and the expense was met by a parochial rate [local tax.]

"That a route connecting two great towns, which have a large and thriving trade with each other should be maintained at the cost of the rural population scattered between them, is obviously unjust; and this injustice was peculiarly glaring in the case of the great North Road, which traversed very poor and thinly-inhabited districts, and joined very rich and populous districts. Indeed it was not in the power of the parishes of Huntingdonshire to mend a highway worn by the constant traffic between the West Riding of Yorkshire and London."

This might be mistaken for a reference to American roads and methods of today. Every year the tendency to use the public highways for travel and pleasure becomes greater, while their use for business purposes is also steadily increasing. The roads are becoming more and more used for through travel, and the proportion of those who pass over them to those who live along them is becoming greater. To build and maintain suitable highways is an undertaking that involves expenses, and requires resources, such as can only be furnished by the States, and on them devolves responsibility for promoting the work.

### AN ORANGE COUNTY FARMER'S VIEWS.

A farmer of Orange County, N. Y., writes a long and strong letter to a Goshen paper in favor of improving the highways of the county, as can be done under a bill enacted by the State legislature last year, which authorized the county supervisors to bond the county for \$200,000 for road improvement purposes. The question now is whether advantage shall be taken of the provisions of the act. "As a farmer," he says, "who has talked with many others engaged in the same line of business, I say most emphatically that all farmers who understand the situation correctly are heartily in favor of it."

The bonds, he thinks, can be sold at 110, thus securing \$20,000 toward a sinking fund, and the railroads passing through the county are expected to contribute \$20,000 more. "A gentleman of means, who can give satisfactory bonds, will take the contract for building the roads, and will turn in the entire profit therefrom towards the sinking fund." He estimates this profit at \$20,000, "making in all \$60,000, which, properly invested by the county treasurer, will, with the interest, liquidate the entire \$200,000 in bonds at their maturity thirty years hence." If, however, a sinking fund is not provided for in this way, the interest on the bonds will be but 23 cents on every \$1,000 of assessed property, and an average on the farms of the county of but \$1.15 each.

In this connection he recalls the Fall election of 1895, when the people voted on bonding the State for canal improvements, and Orange county was largely in favor of it, though it raised the taxes 20 cents on each \$1,000; and he asks if the farmers are willing to do this "for the improvement of water highways, distantly removed, in which they have only a most obscure and contingent interest, and be opposed to a tax of 23 cents per \$1,000 to secure improved highways at their very doors, and of which they make daily use?"

When the roads are at their worst, for many months in the year, they are used almost exclusively by farmers, and to them their condition is of chief importance.

### COST OF TRAVELING ON BAD ROADS.

An illustration of the comparative cost of hauling over good and bad roads is furnished by C. E. Ashburne, Jr., in the *Louisville Courier-Journal*. The incident came under his own observation, and the roads were in Kentucky. He says:

"A machine weighing 16,000 pounds was drawn four miles on the Brock turnpike, a macadamized road. It required four mules (4,000 pounds to a mule), and one-and-one-half hours of time, at a cost of fifteen cents per mule per hour, or a total cost for four miles of ninety cents.

"After traveling four miles on macadamized turnpike the route lay a little less than 2,000 feet [less than two-fifths of a mile] on a dirt road. To travel this 2,000 feet it was necessary to use ten of the best mules and seven men; and with this force it took nine hours to complete the journey. The cost was \$89.80, at which rate four miles would have cost \$208.08; or, in other words, \$208.08 is absolutely thrown away for want of a macadamized road."

With bad roads farmers are dependent on the weather; with good highways they would be independent of it.

Removal of ruts from the highways, says Governor Mount, of Indiana, will be the initiative step in getting out of the ruts in the methods of our farming, and bring farm life to a higher plane of intelligent progress.



# League of American Wheelmen

... Official Department ...

## Officers for 1897 and 1898.

President, ISAAC B. POTTER, Potter Building,  
New York City.

1st Vice-President, T. J. KEENAN,  
Press, Pittsburg, Penn.

2d Vice-President, E. N. HINES,  
35 Larned St., West, Detroit, Mich.

Treasurer, J. C. TATTERSALL,  
Box 329, Trenton, N. J.

Secretary, ARBOTH BASSSETT,  
Russia Bldg., 530 Atlantic Ave., cor. Congress St.,  
Boston, Mass.

## The Renewal Season is now open.

## RENEW AT ONCE.

"Bulletin" will be stopped at date of  
expiration.

### RENEWAL LIST NO. 7.

Including renewals from Feb. 14th, 1898, to Feb. 18th,  
inclusive.

Alabama	3	New Jersey	21
Arizona		New Mexico	
Arkansas		New York	86
Colorado	5	North Carolina	1
Connecticut	11	North Dakota	2
Delaware	2	Ohio	35
District Columbia	1	Oklahoma	
Florida		Oregon	2
Georgia	5	Pennsylvania	41
Idaho		Rhode Island	7
Illinois	22	South Carolina	3
Indiana	12	South Dakota	1
Iowa	5	Tennessee	1
Kansas	2	Texas	4
Kentucky		Utah	
Louisiana	1	Vermont	2
Maine	7	Virginia	1
Maryland	52	Washington	1
Massachusetts	6	West Virginia	
Michigan	4	Wisconsin	
Minnesota	15	Wyoming	
Mississippi	5	Canada	
Missouri		Foreign	1
Montana		Mexico	
Nebraska		Indian Territory	
Nevada	4		
New Hampshire			

### RACING BOARD APPOINTMENTS.

The following members have been appointed to  
serve on the National Racing Board for the official  
year 1898-9:

Albert Mott, Park Heights, near Kate avenue, Balti-  
more, Md.; A. D. Wait, Cohoes, N. Y.; Herbert W.  
Foltz, Indianapolis, Ind.; W. I. Doty, Denver, Col.

Further appointments will be announced in due  
season.

ISAAC B. POTTER, President.

### MASSACHUSETTS DIVISION.

MID-WINTER MEET, MARCH 12.

This event will be a consolidated Minstrel Show,  
followed by a Cake Walk and various sketches. In  
the Minstrel Show there are twelve picked men  
participating, each one of whom has scored previous  
successes in some big minstrel entertainment. The  
chorus numbers 125.

Each member of the Division is entitled to one seat  
so long as the tickets last, upon payment of twenty-five  
cents, the general public being charged theatre prices.  
Each member desiring a ticket must call with his mem-  
bership ticket, or send the same with two cents return  
postage to Mass. Division headquarters, Russia build-  
ing, 530 Atlantic avenue. Upon presentation of mem-  
bership ticket it will be punched and an exchange  
ticket will be delivered to the bearer. This ticket

becomes valid on March 6, when upon presentation at  
the ticket office of the Boston Theatre and the payment  
there of twenty-five cents it entitles the bearer to a  
choice of the best seats in the house—one ticket only  
to each L. A. W. member. No money will be received  
at Mass. headquarters.

A. K. PECK, Sec.-Treas.

### NATIONAL ASSEMBLY, L. A. W.

ST. LOUIS, MO., FEB. 9, 10 AND 11, 1898.

### Meeting of Division Officers, Feb. 8.

On Tuesday evening an informal meeting of Division  
Officers was held in the parlors of the Southern Hotel.  
The purpose of the meeting was to discuss ways and  
means of recruiting.

A very interesting meeting resulted. Talks were  
made by J. C. Tattersall, New Jersey; A. K. Peck, of  
Massachusetts; R. T. Kingsbury, of New Hampshire;  
Dr. W. D. Kempton, Ohio; W. S. Bull, New York,  
and others. A report of this meeting will be published  
in pamphlet form.

### GOOD ROADS DAY, FEB. 9.

Otto Dörner, Chairman of the Highway Improve-  
ment Committee, called the Good Roads Convention to  
order at 11 A. M.

Addresses were made by  
Sterling Elliott, "The History of the Good Roads  
Movement," ex-President L. A. W.

Levi Chubbuck, "Location of Roads," Secretary  
Missouri Dairymen's Association.

Prof. John Hamilton, "Good Roads Prospects in  
Pennsylvania," Superintendent Farmers' Institute of  
Pennsylvania.

E. W. Pattison, "Wide Tires," St. Louis.

Chairman Dörner made the announcement that the  
prize competition for photographs of bad roads in Mis-  
souri had been decided, and that the winners were as  
follows: First prize, \$25, Fred G. L. Hunt, Vanderventer  
avenue, St. Louis; second prize, \$15, C. N. Pick-  
ering, Delamare building, St. Louis; third prize, \$10, T.  
R. Waters, North Ninth street, St. Louis. Mr. Dörner  
stated also that another competition was still open and  
that until June 1 he would be glad to receive photo-  
graphs of bad roads in any section of the country in  
competition for the following cash prizes: First, \$50;  
second, \$25; third, \$15; fourth, \$10; fifth, sixth, seventh,  
eighth and ninth, \$5 each.

During the afternoon session addresses were made as  
follows:

A. B. Choate, Minnesota, "State Aid to Roads in  
Minnesota."

Hon. A. N. Milner, "St. Louis Street Improve-  
ment," Street Commissioner, St. Louis.

F. M. Moulton, "Chicago Streets," Chicago Con-  
sulate, L. A. W.

E. G. Harrison, "What New Jersey Farmers Think  
of State Aid," United States Bureau for Road Inquiry,  
Washington, D. C.; Secretary New Jersey Road Im-  
provement Association.

Mr. Harrison's lecture was illustrated by stereopticon.

### GOOD ROADS BANQUET.

The social event of the Convention was the Good  
Roads banquet at the Southern Hotel, Wednesday  
night. It was given in the large dining room, which  
was appropriately decorated, each table, besides, being  
adorned with a centre piece of roses. Instead of the  
traditional banquet board, extending the length of the  
room, small tables, seating six persons, were grouped  
around a larger table at which were seated the speakers  
of the evening. A. Cressy Morrison, First Vice-Pres-  
ident, was the toastmaster.

It was 9 o'clock when the discussion of the elaborate  
menu began, and 11 o'clock before Toastmaster Mor-  
rison introduced Mayor Henry Ziegenheim. In doing  
so he spoke of the growth of St. Louis, with which he  
said Mayor Ziegenheim was closely identified; men-  
tioned the mayor's record during the war and character-  
ized him as one who had done all in his power for the  
advancement of the good roads movement.

Addresses were made as follows:

Address of welcome, Mayor Henry Ziegenheim, St.  
Louis.

"State Aid for Improving Farm Roads," John M.  
Stahl, Chicago, Secretary Farmers' National Congress.

"Street Improvement in St. Louis," Robert Mc-  
Math, President Board of Public Improvements, St.  
Louis.

"The L. A. W. Crusade for Good Roads," Isaac B.  
Potter, New York, President L. A. W.

"Good Roads and Farmers' Institutes," Prof. John  
Hamilton, Harrisburg, Pa., President National Asso-  
ciation of Superintendents of Farmers' Institutes.

Communications were read by Walter S. Jenkins, of  
the New York Division, from Secretary of Agriculture,  
James Wilson, and from Governors Wm. D. Lord, of  
Oregon; James A. Mount, of Indiana; Ed. Scofield,  
of Wisconsin; J. E. Rogers, of Washington; Silas A.  
Holcomb, of Nebraska; W. D. Bloxom, of Florida; C.  
W. Atkinson, of West Virginia; Dan W. Jones, of  
Arkansas; Charles Warren Lippitt, of Rhode Island;  
A. S. Bushnell, of Ohio; John W. Leedy, of Kansas;  
Frank S. Black, of New York; Alva Adams, of Col-  
orado; W. H. Ellerbe, of South Carolina; Joseph F.  
Johnston, of Alabama, and Governor Dyer, of Missouri.

At the conclusion of the toasts, Chairman Otto Dor-  
ner delivered an address in which he dwelt upon the  
fact that the L. A. W. did not propose that the farmer  
should bear the expense of procuring good roads.

### Second Day, Feb. 10.

The business meeting of the Assembly was called to  
order in the parlor of the Southern Hotel, at 10.45.  
Thursday morning. President Potter was in the chair.

Upon motion of Mr. Cooke, of Rhode Island, the  
rules were suspended, and it was voted to receive Mr.  
Laverty, of South California, as a delegate. It was ex-  
plained that the official notice of the Division's quota  
did not get to the Division until after the December  
meeting, and no election took place. The delegate was  
appointed, which is an informality.

Chairman Cooke, of the Credentials Committee, re-  
ported as follows:

Members personally present ..... 163  
Members represented by proxy ..... 168

Total representation ..... 331

The committee reports having been printed in pam-  
phlet form and circulated among the delegates, the read-  
ing thereof was dispensed with.

Chairman Dörner, of the Highway Committee, re-  
ported that he had gathered 1,319,000 names of farmers  
to whom literature will be sent on the subject of Good  
Roads by the aid of the United States officials.

The election of officers was then taken up.

Isaac B. Potter was nominated for President by Frank  
P. Van Valkenburgh, of Wisconsin.

Nomination was seconded by Sherwood, of Indiana,  
Kireker, of New Jersey, Jenkins, of New York, Phin-  
ney, of New Hampshire, Caro, of Michigan, Richard-  
son, of Maine, Sams, of Maryland, and Miller, of Iowa.

Geo. D. Gideon was nominated by Fred Gerlach, of  
Illinois.

Nomination was seconded by Kempton, of Ohio,  
Pelouze, of Kentucky, Tucker, of Philadelphia, and  
Elliott, of Massachusetts.

Tellers: Hayes, of Massachusetts, Fullerton, of New  
York, Miller, of Iowa.

Whole number of votes ..... 325

Necessary for a choice ..... 163

Isaac B. Potter, New York ..... 212

Geo. D. Gideon, Pennsylvania ..... 107

Blank ..... 6

On motion of Mr. Gideon, seconded by Mr. Elliott,  
the election was made unanimous.

Mr. Potter responded to a call for a speech.

Thos. J. Keenan, Jr., of Pittsburg, Penn., was nomi-  
nated for first Vice-President by Wm. R. Tucker, of  
Philadelphia; seconded by W. S. Bull, of New York.

By vote of the Assembly a unanimous ballot was cast  
by the Secretary.

Edward N. Hines, of Detroit, Mich., was nominated  
for second Vice-President by W. H. Arthur, of Illi-  
nois; seconded by W. H. Baker, of New York.

By vote of the Assembly a unanimous ballot was cast  
by the Secretary.

J. C. Tattersall, of Trenton, N. J., was nominated  
for Treasurer by Geo. E. Milner, of New York; seconded  
by H. W. Knight, of New Jersey.

Chief Consul Cooke, of Rhode Island, invited the As-  
sembly to hold its next annual meeting at Providence.  
Invitation accepted.

The following invitation was received:

BOSTON, MASS., Jan. 24, 1898.

To the Delegates of the National Assembly:

Gentlemen.—The wheelmen of New England, through  
the '99 Meet Club of Boston, extend to the League of  
American Wheelmen a hearty invitation to hold the  
annual Meet of the League for '99 in Boston.

Boston wants the Meet; New England wants the  
Meet in Boston; and we believe the wheelmen of the  
entire country want the Meet in Boston.

If the League accepts our invitation we will see to it  
that "Boston for '99" shall pass into history as the most  
successful Meet the League has ever known.

The warmth of Boston's hospitality is an axiom to  
all who have enjoyed it, and those who have not should  
give Boston a chance to show that her reputation is  
justified.

The '99 Meet Club of Boston,

FRED HOWARD POTTER,

President.

W. H. Baker, of Buffalo, presented a verbal invita-  
tion to the League to meet at Buffalo in 1898.

The Assembly then adjourned until 3 o'clock, decid-  
ing to meet in the Masonic Hall, where better accommo-  
dations could be enjoyed.

### Afternoon Session, Feb. 10.

Meeting called to order in Masonic Hall by President  
Potter.

The following Auditing Committee was elected by a  
unanimous vote:

Geo. E. Blackham ..... New York.

J. Fred Adams ..... Massachusetts

Geo. D. Greenburg ..... Illinois

Merrill Moores, representing the mayor of Indian-  
apolis, came forward at this juncture and presented to  
President Potter a mammoth silver-plated key, which,  
he said, was meant to convince the delegates that In-  
dianapolis would be turned over to them, to be their  
exclusive property, when they and the other members  
of the League attended the National Meet of next  
August. Mr. Moores made a happy and effective

speech, and President Potter responded in an equally clever and entertaining manner.

Chief Consul Sams, of Maryland, moved that the chairman of the Racing Board, Mr. Mott, be given the funds remaining to the credit of the Racing Board at the end of the fiscal year. The Auditor's report showed a balance of \$1,832.58, but Mr. Sams said this would shrink to about \$1,400. Carried.

Chief Consul Sams moved to pay to the Treasurer the sum of \$200 in consideration of his services. This sum represents a trifle more than the sum received for interest on deposits. Carried.

Mr. Tucker, of Massachusetts, moved that the sum of \$250 be loaned to the International Championship Association in order to promote the preliminary work of securing a representative team of amateurs and professionals to be sent to the world's championships races at Vienna next summer. The motion was amended to place the matter in the hands of the Racing Board, with power to make the loan from the funds of the Racing Board if deemed expedient.

Chairman Mott, of the Racing Board, presented to the Assembly the list of professionals, as well as an additional list of sixty-three California riders, with the request that they be restored to the amateur class. Mr. Gerlach protested against the re-instatement of J. B. Corser, of Allentown, Penn., and after the name of this rider was stricken from the list the Assembly voted to re-instate the men.

The following is the list:

Colorado.—C. B. Lewis, Trinidad; Harry R. Renshaw, J. M. Hollister, Denver.

Connecticut.—Frank E. Smith, East Norwalk.

Florida.—Henry L. Dolive, Tampa.

Georgia.—W. W. Gross, Frank W. Williams, E. F. Edwards, Savannah.

Illinois.—Edward Heil, Chicago; H. G. McLaughlin, Jacksonville; H. V. Carey, Bradley; George Sauvage, Alton; F. W. Van Buskirk, Mount Carroll.

Indiana.—Ernest Duncan, Franklin; F. Crawley, Peru.

Maine.—Wm. Harthorne, Waterville.

Maryland.—W. R. Rutley, Baltimore.

Massachusetts.—W. E. Pratt, E. C. Baker, Campbell.

Michigan.—Harry L. Hart, Chas. B. Critchlow, Grand Rapids.

Minnesota.—C. H. Lewis, Minneapolis; John Roth, Henry Schipper, Percy Hill, Burt Erickson, Duluth.

Missouri.—J. Holmes Hall, Sedalia.

Nebraska.—John D. Robbins, Lincoln.

New Jersey.—Geo. A. Soden, Newark; Mortimer G. Miller, Montclair; Walter E. Mockett, Camden.

New York.—Arthur J. Clark, Watertown; A. W. Hughes, Rochester; Fred Brown, Glens Falls.

North Carolina.—F. G. Boeckman, W. J. Black, P. H. Rosenheim, E. Geo. Thorne, M. J. Francis, John Davidson, C. J. Birdsall, J. W. McGilvary, A. J. Stret, R. A. Coulter, E. H. Ward, J. E. Wallace, M. Kielberg, A. Siegfried, F. Heuer, A. Brill, T. H. White, Robert Black, O. O. Hoffman, J. Baptiste, R. F. Haman, R. F. Galindo, Ira Chapman, W. Rusher, L. A. Burke, Geo. W. Ferris, A. E. Cumber, W. Hamilton, F. G. Coxhead, G. H. Depuy, H. W. Phillips, W. H. Smith, M. F. Rose, E. T. Mervey, W. H. Bray, C. H. Staples, F. C. Behrman, N. M. Gillman, F. Maunder, L. Dezot, F. Thomas, J. C. Falbe, F. R. Haley, A. Perry, T. Broderick, H. Kahn, J. H. Nash, I. R. Lind, W. J. Mills, Geo. Pecht, A. Reidy, Johann Winn, Emil Schoenwald, C. W. Nunan, H. W. Squires, L. H. Smith, H. Anderson, Geo. M. Hedbury, San Francisco; T. J. Hagan, C. M. Smith, Tony Delmas, San Jose, Cal.; E. M. Walley, M. J. Curtis, W. W. Thompson, Oakland, Cal.

Ohio.—F. J. Dreher, Cleveland.

Pennsylvania.—D. F. Whitney, G. R. Owen, James Thompson, A. E. Storey, Jr., G. "M." Diddlebeck, Philadelphia; G. W. Waring, Morrisdale Mines; A. Luther Lady, Harrisburg; W. P. MacLay, Altoona.

Tennessee.—G. O. Waring, Robert Gamble, Mac Gamble, Tom Branch, R. D. Sanderson, Clyde C. Cox, Horace Place, J. C. Paschall, Walter Gardiner, G. A. Branch, Memphis.

Texas.—Roy Hunsacker, Galveston.

Vermont.—Arthur F. Clark, Bennington; J. M. Ashlev, Burlington.

Virginia.—Edw. G. Elam, Hampton.

Washington.—Gunard Wingard, W. P. Breese, Tacoma.

Wisconsin.—Louis H. Munyon, Ben C. Brown, Viroqua; C. A. Kellelt, Victor Paulson, Oshkosh.

Chairman Mott presented another list of names for the consideration of the Assembly. These he did not recommend for reinstatement. The list was laid on the table.

Secretary Bassett brought up his resolution to place those who were at Newport when the League was organized at the head of the list of members, and to call all such the Founders of the League.

The resolution was discussed at length and it was finally voted to place all who were at Newport in a special list without numbers. They are to have equal rank by this measure, and the numeration of members will begin with the officers of the first year, to be followed by the rank and file in the order of joining. As amended the resolution was passed.

A communication from the Typographical Union was laid on the table.

Work upon the Constitutional amendments was taken up at 4:30 P. M.

Mr. Cooke's amendment to strike the word "amateur" from the Constitution was lost by the following vote:

Whole number.....	325
Necessary for choice.....	217
Yes.....	182
No.....	143

Mr. Cooke's amendment to take the word "white" from Art. III, Sec. 1, was to be presented upon condition that certain other amendments pass.

Mr. Robert raised the point of order that this was not a legal notice.

Mr. Kireker, in the chair, decided that the amendment was properly before the meeting.

Mr. Tucker appealed from the decision.

The chair was not sustained, and the amendment was passed over.

Mr. Fullerton, of New York, presented the amendment proposed by John F. Clark, which provides for a junior membership. After amendment the amendment was passed by a vote of 234 to 78. It stands as follows:

Art. III, Sec. 1, new clauses. The Board of Officers of any State Division shall have the power to establish a junior membership of the League of American Wheelmen, to be subject to the control and management of the Board of Officers of the State Division in which the junior member resides.

Such junior membership shall consist of persons between the ages of 12 and 18 years, who must be a member of the family or a ward of a regular member of the League of American Wheelmen, in good standing at the time of the presentation of the application for membership as a junior member of the League.

Each junior member shall be furnished with a numbered ticket of membership by the Secretary-Treasurer of the State Division, and shall also be furnished by the State Division with a pin of appropriate design free of charge.

Junior members, while in good standing, shall be entitled to all the privileges and protection offered regular members of the League of American Wheelmen, but shall not have the right to vote for nor hold any office in the League, nor to receive, without charge, the L. A. W. BULLETIN, road books, or other publications issued free of charge to the regular members of the League.

Each junior member shall also be entitled to hotel and repair shop discounts while touring in the company or under the care and control of a regular member of the League.

Each applicant for membership in the League as a junior member must pay to the Secretary-Treasurer of the Division an initiation fee of 25 cents, and shall pay annually the sum of 50 cents as dues. Such initiation fees and dues shall be paid into the treasury of the respective State Division for the exclusive use and benefit of the Division.

When a junior member shall attain the age of 18 years his membership shall terminate, but such member may, on application to the Secretary-Treasurer of the Division, if otherwise eligible, be entered after publication in the L. A. W. BULLETIN on the membership roll of the League of American Wheelmen, on payment of the membership dues of the League, and shall thereafter be entitled to all the rights, privileges and benefits of a regular member of the League of American Wheelmen.

It shall be the duty of the Secretary-Treasurer of the Division to at once notify the Secretary of the League of American Wheelmen to enter on the roll of the League the name and residence of such member.

The Board of Officers of any State Division may insert a clause in the Constitution and By-Laws of such Division providing for the establishment of a junior membership in such Division, subject, however, to the provisions of the Constitution.

An amendment to Art. III, to be called Sec. 9 was presented on behalf of Mr. Lawson, and amended by Mr. Mott. As voted it stands:

Sec. 9. No professional shall be eligible to entry in any open race run under the rules of the League of American Wheelmen unless he be registered by the Racing Board.

Resolution offered by Mr. Glenn:

Resolved, That it be the sense of this meeting that the matter of the registration of professionals be under the direction of the Racing Board, but the fee for such registration shall not exceed \$2.00.

On motion of Mr. Mott the following was substituted for

Art. III, Sec. 8 (b). Contestants at Meets closed to a college, or to any number of colleges forming an intercollegiate Meet, may for those Meets only be governed by the amateur rules of the Intercollegiate Association of Amateur Athletes of America.

On motion of Mr. Mott the following was added to Art. IV, Sec. 1, which provides for the makeup of the National Assembly:

"And one to be designated by the Amateur Athletic Union so long as the Alliance with that body continues.

Amendment by Mr. Sams, to debar from office a man holding a contract with the League, was lost.

Amendment by Mr. Cooke, to provide for an election by popular vote, was lost.

Amendment by Dr. Kempton, to strike out the fee charged League Clubs, was lost.

On motion of Mr. Locke, Art. VIII, was amended to read as follows:

Art. VIII, Sec. 1. (c). Representatives to the Division Board of Officers from League Clubs shall file

with the secretary-treasurer of the division, not later than Dec. 1 in each year, a certificate of their election, signed by the president and secretary of the club which they represent and the secretary-treasurer shall announce the election in the Official Organ.

On motion of Mr. Frothingham, Art. VIII, was amended by addition of new clause, as follows:

(1) A League Club must have been in existence as a League Club and in good standing for at least six (6) months prior to the date of any Division meeting to which said club may desire to send a representative before said club will be entitled to a representative at such Division meeting."

On motion of Mr. Locke, a new clause was added to the By-Laws, Art. IV, Sec. 7:

(j) The chairman of the Racing Board shall receive a salary of \$2,500 per annum and the other members thereof shall be allowed such sums annually for the expenses of their office as shall be fixed or approved by the National Assembly at any regular or special meeting. The above salaries shall be paid from the funds to the credit of the Racing Board, provided such funds are sufficient for the purpose.

On motion of Mr. Sams, it was voted to add the following clause to Art. IV, Sec. 7, clause (b), inserting the same after the words "Woman Competitors":

Nor shall sanction be granted for any meeting which has upon its schedule an event requiring the contestants to ride a longer time than a total of seventy-two hours for the entire race, nor in any race of more than twenty-four hours' duration in which at least two hours' intermission in each twenty-four hours is not required.

Adjourned at 6.10 P. M.

### Third Day.

Vice-President Morrison called the Assembly to order and introduced E. G. Harrison of the Department of Agriculture at Washington. Mr. Harrison made a brief address on Good Roads, which was listened to with keen interest.

Mr. Robert called up his amendment on the Sunday racing question.

Art. IV, Sec. 7, Clause (b). Mr. Robert of Mo. moves to strike out all the words between the words "But" and "or" and insert in their stead the following:

"No meeting shall receive sanction if it is to be held on Sunday in any Division where the Board of Officers of such Division shall, by resolution, prohibit the same."

On behalf of the New York Division Mr. W. H. Baker offered the following substitute:

(b) It shall have the power to grant or to withhold permits for race meetings and to impose penalties upon race promoters and racing men who may hold race meetings or engage in racing at the same, without the official permit of the Board. But no race meeting shall receive official permit if it is to be held on Sunday except as hereinafter provided or has upon its schedule any event which is open to women competitors.

The League of American Wheelmen, while discouraging Sunday racing and all unlawful and immoderate use of the bicycle, recognizing the fact that sectional customs and uses among reputable people in certain parts of the United States approve of the indulgence in out-door sports and athletic games on Sunday, and among such people cycle racing on Sunday has been strongly encouraged; now to the end that the public sentiment prevailing in particular Divisions shall be ascertained and given due consideration, and that the sport of cycle racing may in such localities be kept free from unclean and disreputable practices and that all cycle racing on the track within the United States shall be subject to the disciplinary rules of the National Racing Board, it is hereby provided that no cycle racing on Sunday shall be recognized or tolerated by permit of the National Racing Board, or otherwise in any Division unless each Division of the League shall have first taken a ballot before June 1, 1908, upon the question of Sunday racing, which each Division is hereby directed to do. Such ballot shall be taken according to a uniform rule and form to be prescribed by the National Executive Committee, and all ballots and the result of such ballot shall be certified by the Chief Consul and Secretary-Treasurer of each Division to the Secretary of the League, who shall cause the same to be immediately published in the official L. A. W. Bulletin.

The failure of any Division to take the ballot as herein directed shall be construed as a construction ballot of such Division unanimously opposed to Sunday racing.

And provided further, that after each Division has taken such ballot, and where a majority of the members of any Division has voted in favor of such Sunday racing, then Sunday racing shall be permitted in such Division, under the same rules and regulations of the National Racing Board as govern races held on other days of the week.

The Board shall charge a fee for each permit, including all closed meets, but a League Club having twenty League members on its roll, or meets, the entries to which are limited, to the members of school or Club holding the meet, shall receive a permit without payment of fee.

After a long debate the Assembly voted to substitute the amendment for the original motion.

A proxy vote on the amendment as amended resulted as follows:

Whole number.....327

Necessary for choice.....218

Yes.....175

No.....152

**The motion lost.**

Amendment of Mr. Kireker, providing that the handicappers shall be endorsed by the division officers, was indefinitely postponed.

Mr. Cooke moved to amend Art. V., Sec. 1 (d).

In last paragraph change "after the finding of the Committee" to "after publication of the finding of the Committee in the L. A. W. BULLETIN."

Also to amend Sec. 2:

In third paragraph strike out "membership"; in last paragraph strike out all after "expulsion" and substitute this: "but in the last case an appeal may be taken by such member to the Rights and Privileges Committee, if made within twenty days after publication of the finding in the L. A. W. BULLETIN."

Also to amend Sec. 3 by striking out "wheelman."

Also to add new section to be numbered 4:

Sec. 4. "A member of the League charged with being ineligible to membership, for causes other than professionalism, may be protested in writing by any member. In case of such protest the charges and specifications shall be sent to the Secretary, who shall make a record of the protest, and forward all the papers to the Membership Committee. The committee shall furnish the protested member with a copy of the charges and hear him in his own defence. If, after a full hearing, the committee shall find that the charges are sustained, it shall direct the Secretary to expunge the name from the books."

Also to change present Sec. 4:

Change to "Sec. 5"; in fifth paragraph change "may" to "shall" and strike out "in such case."

Also to change present Sec. 5:

Change to "Sec. 6"; in last paragraph strike out "membership" and change "they" to "it" in both instances.

The above technical changes were all adopted.

The following resolutions, introduced by Mr. Keenan, were passed, and Mr. Keenan was appointed a committee of one to carry them out:

*Whereas*, Frank G. Lenz, a young Pittsburger, who left his home in May, 1892, on his bicycle, for a tour around the world, successfully traveling through the whole United States, thence through Japan, China, India, Belugistan, Persia and a part of Turkey, in Asia Minor and

*Whereas*, The said Frank G. Lenz was foully and brutally murdered near the village of Tschelkani, by a Turkish officer, Mostoe Nishe by name, a notorious Kurdish robber and murderer, and his followers, who were captured and imprisoned in Erzeroum, but were afterwards allowed to escape by Turkish officials of that place and

*Whereas*, The murderers of Frank G. Lenz were unjustly acquitted before the Courts of Erzeroum, the verdict of which Court, however, was reversed by a higher Court, the Court of Cassation in Constantinople, a new trial ordered and a conviction secured and

*Whereas*, The said Frank G. Lenz, a native citizen of the United States, who was traveling under the protection of a passport, issued by the Department of State at Washington, D. C., and had successfully completed his journey through the wildest districts of Asia, and was the only child and support of his aged mother and

*Whereas*, the said Frank G. Lenz was a member of the League of American Wheelmen, well liked and well respected by his fellow-members,

*Therefore*, *Be it Resolved*, That we urge and demand, that the Government of the United States through the Department of State, shall insist upon the payment by the Turkish Government of an indemnity of \$40,000, demanded by Maria Anna Lenz, mother of Frank G. Lenz deceased, and her friends, and be it further resolved, that a copy of these resolutions, supported by the L. A. W., representing the wheelmen of the United States, be sent to the President of the United States, the Secretary of State, the President of the United States Senate, the Speaker of the House of Representatives and the mother of our assassinated fellow-member.

Resolution carried, and Mr. Keenan appointed a committee of one to attend to the carrying out of same. Mr. Dwyer of North California presented the following resolutions:

*Whereas*, there has been introduced into the House of Representatives by Congressman Davies of California a bill providing for the appointment of a commission consisting of two U. S. engineers and one member of the State Department of Highways of Colorado, to examine all the roads in the valley of the Yosemite in that State, and report to the next session of Congress upon the feasibility of the United States government building, on easy gradients, a road through the reserve.

*Therefore be it resolved*, that this National Assembly favors the construction by the U. S. Government of a suitable road for ingress and egress to the National reserve. Carried.

Mr. Dwyer moved that the Highway Committee of the L. A. W. be directed to invite opinions from wheelmen and others in the United States as to the feasibility of the National Legislature of the United States aiding in the construction of good roads. Carried.

The following resolution was introduced by Vice-President Morrison:

*Resolved*, That a committee of three be appointed by the President to select and purchase an appropriate badge ensignia of office for the President, First Vice-President, Second Vice-President, Secretary and Treasurer, which is to be returned by the holder when he retires from office.

*Resolved*, That a sum not to exceed fifty dollars may be expended for each badge or insignia.

*Resolved*, That ex-officers shall be entitled to the said badges or insignia if now members of the L. A. W. The resolution failed of passage.

On motion of Mr. Hayes it was voted to allow \$3,500 for the expenses of the President's office.

On motion of Mr. Jenkins it was voted to publish in pamphlet form the proceedings of the meeting of Division officials held on Tuesday evening, February 8, at the Southern Hotel.

The following resolution was presented by Mr. Rotier:

*Resolved*, That the Executive Committee of the League of American Wheelmen be and is hereby authorized and instructed to examine into the feasibility of turning over the control of racing to some other body or organization, and to report result of its investigation with recommendation to the next National Assembly. Passed unanimously.

On motion of Mr. Fullerton a vote of thanks was passed to the officials of the Missouri Division, to the mayor, and to the Press for courtesies extended during the Meet.

The following resolutions were presented by Mr. Choate:

*Resolved*, That the League of American Wheelmen hereby expresses to the United States Department of Agriculture and its Bureau of Road Inquiry, its hearty and appreciative thanks for its energetic and persistent efforts in behalf of the movement for the betterment of the public highways; and be it further

*Resolved*, That the League of American Wheelmen commends the course of Hon. James Wilson in his efforts to foster the Department of Road Inquiry; and be it further

*Resolved*, That the League of American Wheelmen respectfully tenders its hearty co-operation to the United States Department of Agriculture in this branch of its work, and pledges itself to aid the movement for improving the public highways, both as a National body, and through its Divisions in every State and territory of our great country.

*Resolved*, That the Secretary be instructed to transcribe and transmit the above resolution to the United States Department of Agriculture. Passed unanimously.

On motion of Dr. Kempton the Secretary was instructed to have the word "veteran" printed on the League tickets of all those entitled to this title.

On motion of Mr. Greenburg it was voted to appoint a committee of three to decide upon and prepare some appropriate souvenir to be presented to the retiring officers of the League who have served in the past or may serve in the future, the expense of the same not to exceed fifty dollars each.

Messrs. Greenburg, of Illinois, Sherwood, of Indiana, and Collins, of Pennsylvania, were appointed on this committee.

Adjourned *sine die* at 5.20 P. M.

**DIVISION OFFICERS.**

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

**ALABAMA.** Chief Consul, Alex McLeod, Birmingham. Secretary-Treasurer, John A. Snider, Birmingham.

**ARKANSAS.** Chief Consul, Geo. W. Thomas, Texarkana. Secretary-Treasurer, Sam S. Solinsky, Box 73, Texarkana.

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

**CONNECTICUT.** Chief Consul, Philip W. Westlake, Bridgeport. Secretary-Treasurer, Lester H. Sweet, Box 951, Hartford.

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

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

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

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

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

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

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

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

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

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

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

**MARYLAND.** Chief Consul, Conway W. Sams, Bank of Baltimore Bldg., Baltimore. Secretary-Treasurer, R. H. Carr, Jr., 507 and 621 Law Building, Baltimore.

**MASSACHUSETTS.** Chief Consul, Sterling Elliott, Boston. Secretary-Treasurer, Arthur K. Peck, Office of the Division, Russia Bldg., 530 Atlantic Ave., cor. Congress St., Boston.

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

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

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

**MISSOURI.** Chief Consul, Henry V. Lucas, 105 No. 120 St., St. Louis. Secretary-Treasurer, Louis Rosen, 31 So. Broadway, St. Louis.

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

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

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

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

**NEW MEXICO.** Chief Consul, Eugene Randolph, Cerrillos.

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

**NORTH CALIFORNIA.** Chief Consul, George H. Strong, 220 Market St., San Francisco. Secretary-Treasurer

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**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.

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



## APPLICATIONS FOR MEMBERSHIP

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

Tickets will be issued fourteen days after publication of names.

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

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

Send two recent stamps for a Constitution and By-Laws.

Boston, Feb. 25, 1898.

Total, 321-102,826.

## Over 123,000, ARKANSAS, 1-63.

P. B. C. and G. R. C. Pine Bluff  
23 Bernath Henry, box 246

## Over 123,000, COLORADO, 3-598.

C. C. C. Creede  
23 Stephenson T. E. Unattached.  
1 Chapman, Francis A., 916 B'dway Denver  
2 Satterstrum, John, Terrace

## Over 123,000, CONNECTICUT, 10-2064.

American W. C.  
23 Eichel, Chas. A., 44 Wells st Bridgeport  
Home Club W.  
4 Fay, Geo. A., Curtis st Meriden  
Rockville W.  
5 Rady, Thomas F., box 1055 Rockville  
Unattached.  
6 Calhoun, C. M., Vine st Bridgeport  
7 Wright, J. W., 229 State st  
8 Pursall, Isaac V., box 33 Cannon  
9 Seely, C. H. Darien  
23 English Jas. E., 132 Orange st New Haven  
10 Rattlett, Chas. R., 17 Grove st  
21 Cudeir, Mrs. M. M., box 518 S. Norwalk

## Over 123,000, DELAWARE, 1-273.

Unattached.  
23 Cahall Joseph L. Georgetown

## Over 122,000, DISTRICT OF COLUMBIA 5-945.

Unattached.  
21 Alexander, Jas. H., 1106 22d st. N. W. Washington  
5 Parr, W. A., 834 13th st  
6 Keyworth, W. R., 3214 17th st. N. W.  
7 Munroe, Benj. (P. O. Newport News, Va.)  
8 Shore, Henry A., 1002 H. st. N. E.

## Over 123,000, ILLINOIS, 22-3736.

Ill. C. C.  
23 Multer, Preston A., 204 Winchester av Chicago  
Unattached.  
23 Polson, J. E., 608 Belle st Alten  
1 Johnson, Irwin, 910 E. 2d st  
2 Kunz, Wm., care A. Reck Brewery,  
3 Miller, Frank, care E. Russell,  
4 Olmstead, Albert B., box 303 Charleston  
5 Avery, Cyrus M., 183 Lake st Chicago  
6 Bernhard Archie, Columbia Theatre,  
7 Collins, Lorin C., 4930 Madison av  
8 Hamlen Frank, 107 Dearborn,  
9 Jacoby, W. L., 1720 Old Colony bldg  
20 Nelson, C. F., 224 and Loomis sts  
1 Olson, Andy A., 33 Wendell sts  
2 Willard, Gardner G., 87 E. Wash. st  
3 Evans, Louis H., 564 Wash. boul  
4 Webster, L. C., 2629 Stewart av  
5 Allison, D. N. Fulton  
6 Dyer, Leamon A., box 243  
7 Gerten, John,  
8 Hall, Dr. C. W. Kewanee  
9 Neville, Russell  
23 Penwell, C. F. Pana

## Over 123,000, INDIANA, 50-2000.

Unattached.  
23 Sears, Calvin, Ambia  
2 Gipe, Jess Eden  
2 Stillman, A. H., Edwardsburg rd Elkhart  
4 Brown, Will H., 1423 Woodlawn Indianapolis  
5 Coffin, R. M., 1604 Bellefontaine,  
6 Canine, H. B., 1715 N. Illinois,  
7 Croser, O. D., 2902 Rader  
8 Dillman, Edward F., 1921 Park av  
9 Dawson, E., 2234 No. 111.  
23 Durrer, Ed., 1217 Newman  
1 Foster, E. L., 1521 E. Wash.

2 Graham, E. F., 2025 Park av  
3 Glosbrenner, J. E., 2541 N. Del.  
4 Harrington, Dennis, 1704 Ash  
5 Hoffman, L. F., 2516 Park av  
6 \*Hood, Miss Jessie F., 923 E. 17th  
7 Lombard, Jno. A., 1733 Hoyt av  
8 Morse, Walter, 21st and Cornell av  
9 Moyer, A. J., 431 Capitol av N  
330 Miller, Geo. F., Highland av  
1 Pendergast, A. G., 1109 Central av  
2 Paulsen, C. E., 2616 Senate av N  
3 Robson, Will H., room 38, Commercial Club bldg.  
4 Richardson, Edgar, 1606 Cornell av  
5 Selvaie, E. L., 2306 Ash,  
6 Schlottzauer, Geo. J., 2118 College av  
7 Stevens, R. C., 613 E. Wayne av  
8 Steinhauser, Fred, Jr., 937 S. Dillon  
9 Thomas, W. H., Wright blk  
340 Thompson, D. A., 2232 N. Penn.  
1 Walters, Harry A., 2022 Ash  
2 Wilkerson, T. C., 1818 N. Penn  
3 Yount, D. W., 1738 Bellefontaine,  
4 Yount, O. G., 1738 Bellefontaine,  
5 Yount, F. H., 2102 College av  
6 Buchanan, Wallace, care Post Office  
7 Barnes, W. T., Cap. av and Georgia  
8 Dunnmeyer, Ed. C., 1226 E. Market,  
9 \*Grottendick, Rosa, 325 N. Liberty  
350 Haygraves, J. A., 1627 Central av  
1 Moore, Frank J., 1902 Senate av N  
2 Rooker, R. L., 215 W. 30th  
3 Schlottzauer, H. A., 1407 College av  
4 Scott, D. I., 337 Mass. av  
5 Thomas, F. L., 1423 Central av  
6 Vance, L. T., 1103 Central av  
7 Waddle, Curtice H., 1705 Ruckle st  
8 Nay, P. G., Main Knightstown  
9 Miller, L. H., 126 East st Madison  
350 Black, Geo. C. Plainfield

## Over 123,000, IOWA, 1-846.

Unattached.  
361 Brown, Willie E. Chariton

## Over 123,000, KENTUCKY, 1-1018.

Unattached.  
332 Williams, Millard F. Maysville

## Over 123,000, MAINE, 5-566.

Portland W. C.  
363 Carter, E. A., 150 Federal st Portland  
4 Collins, Fred H., Portland & Rochester R.  
5 Johnson, Dana R. B., 34 Park st  
6 MacLeod, H. R., 12 Monument sq  
7 Waite, W. T., 217 Commercial

## Over 123,000, MARYLAND, 4-1909.

Unattached.  
369 Thaler, John M., Jr., 805 E. Chase st Baltimore  
9 Stock, John, 936 Euseb st  
379 Well, Leonard H., 140 W. Fayette st  
1 Laughlin, J. R. College Park

## Over 123,000, MASSACHUSETTS, 43-12,459.

Camb'port C. C.  
373 Arnold, Thos., 20 Western av Brighton  
Review Club C.  
3 Balson, Geo. N., 207 Shurtleff Chelsea  
Powderhorn W.  
4 Rugles, Ralph, 21 Carmel,  
Unattached.  
5 McCormick, John, Denver st Ashmont  
6 Daly, Miss L. G., 106 E. Brookline st Boston  
7 Hanna, Hugh H., 281 Dartmouth st  
8 Krenzler, Charles, 1308 Wash. st  
9 Lowe, Melville C., 89 Union st  
389 \*Parker, Alice E., 15 Blagden st  
1 \*Parker, Martha E., 15 Blagden st  
2 Powers, H. D., 54 Union Park st  
3 Bliss, Edward D., 5 Menlo st Brighton  
4 Gardner, Albert L., Jr., Rockland st  
5 \*Fander, Katharine E., Chestnut pl Brookline  
6 Cone, Jos. A., 15 Carlisle st Cambridge  
7 Madley, Geo. W. Chicopee Falls  
8 Whitteher, Frank W., 17 Melville av Dorchester  
9 DeLappe, Chas. C., 44 Clayton st  
390 Mansfield, Fred'k W., 305 Havre st East Boston

1 Harding, Robert K., 34 London st  
2 Lowe, William, 108 Margina  
3 Gynn, John F., 11 Monmouth  
4 Draper, Orlando, 644 Prospect Fall River  
5 Cass Samuel E., 296 Wash. st Haverhill  
6 Harnden, Althea M., box 288  
7 Hunt, Chas. E., box 288  
8 \*Leighton, Maud H., Lakeview av  
9 Livingston, F. C., rear 74 Wash. st  
409 Mitchell, C. B., 103 Nick st  
1 \*Wekter, Mrs. Geo. L. 111 Winter st  
2 Davenport, Chas. E. Hubbardston  
3 Howe, Carl W., box 560 Hudson  
4 Komarow, Jos. A., 39 Common st Lawrence  
5 \*Miller, Miss Edna S., 403 Eastern av  
6 Nightingale, F. W., Hancock House Quincy  
7 Hennessy, Wm. E., 13 Carlisle st Roxbury  
8 Norcross, Wm. H. H., 49 Hammond st

9 Gifford, Frank S., 377 Essex st Salem  
419 Matthews, G. F., 27 Conwell st Somerville  
1 Burns, F. D., 268 Arsenal Watertown  
5 Walker, Geo., box 509 Webster  
3 Cameron, Donald Westford  
4 Bertrain, Thos. E., box 135 W. Chelmsford

## Over 123,000 MICHIGAN, 17-2082.

D. W.  
415 Merker, Eggbert, 43 St. Aubin st Detroit  
6 Selltrnik, Jos., 201 26th st  
Unattached.  
7 Reynolds, Fred Fremont  
8 Robinson, A. M.  
9 Barlow, Dr. Amos St. Joseph  
420 Church, A. L.  
1 Collins, Frederick  
2 Fyfe, Lawrence C.  
3 French, A. O.  
4 Hull, W. H.  
5 Hickman, John  
6 Kairick, George Ord  
7 Lyon, William  
8 McKitberts, Rev. Thos. R.  
9 Wilkinson, T. L.  
420 Woodruff, Fred A.  
1 Wellington, Oliver, 420 Hancock st W. S. Saginaw

## Over 123,000, MISSOURI, 6-1622.

Press Wheelmen.  
432 DeLay, E. B., 3223 Morgan st St. Louis  
Unattached.  
3 Homer, W. B., 421 Olive st  
4 Koochle, Ernest, 3616 Texas av  
5 Morris, John, Jr., 3025 Wash. av  
6 Rotoff, Wm. L. A., 3009 Manchester av  
7 Sowers, W. T., 1453 Blair av

## Over 123,000, MONTANA, 3-139.

Unattached.  
438 Grover, F. C. Fort Custer  
9 Church, W. R. Helena  
440 Hedges, C.

## Over 123,000, NEW HAMPSHIRE, 2-1096.

Unattached.  
441 McKewin, Fred W., 399 S. Main Manchester  
2 Bourne, Rev. P. E. Pembroke

## Over 123,000, NEW JERSEY, 9-4817.

Apex B. C.  
443 Cuke, M. C., 548 Orange st Newark  
Unattached.  
4 Reeves, Wm. H., 124 Denenhower Camden  
5 Longes, Ralph W. E., N. J. Trust  
B'd Co.  
6 Cornell, Chas. W., 70 S. Clinton East Orange  
7 Siebel, John G., 6 Belmont av Newark  
8 Throssell R. Elmer, 23 Waverly pl  
9 Chamberlin, Chas. K., 479 Main st Paterson  
450 Terwilliger, Joe, care C. Mable, 170 Water st  
1 Stanistreet, Joseph Rocky Hill

## Over 123,000, NEW YORK, 83-26,910.

Greater N. Y. Wheelmen.  
452 Rick, Engelbert, Wythe av and Hewes Brooklyn  
Students W.  
3 Boden, Benj., 233 Duffield, Sutton W.  
4 Wink, John, 199 Engert av Forester W.  
5 Connolly, Harry M., 2072 Fulton,  
6 Mullen, John, 91 Meeker av The Informal.  
7 Baron, Wm. H., 240 W. 14th New York  
8 Colbert, John F., 240 W. 14th  
9 Goodwin, Fred'k P., 240 W. 14th  
460 Harper, Will F., 240 W. 14th Democratic Club.  
461 Peters, F. M., 88 W. B'way Century W.  
2 Thomas, Paul, 2092 8th av Lake View W.  
3 Dawson, H. L., 218 Mill Rochester  
4 Berge, John, box 46, Union Course Woodhaven  
Unattached.  
5 Burroughs, Jas. S., 29 Main, Astoria  
6 Betts, W. E., 6 Temple ct Brooklyn  
7 Clark, Walter D., 104 Weirfield,  
8 \*Demarest, Cornelia M., 269 Van Buren  
9 Stiles, Wm. H., 368 Herkimer  
470 Anderson, Carl Gustaf, 342 Dean  
1 Baldwin, Ezra, 353 Decatur  
2 Kiesecker, Geo. P., 228 Monitor  
3 Marshall, Walter E., 222 Sumpter  
4 Moody, H. I., 290 State  
5 Russell, Jas. Townsend, 220 Columbus H'gts  
6 \*Russell, Mrs. Jas. Townsend, 220 Columbia H'gts  
7 Richardson, Thos, 2226 Pacific  
8 Scott, Peter, M. D., 128 Reid av  
9 Wilson, Robert, 10 Temple ct  
490 Witham, Jennie, 33 Henry  
1 Montague, Joseph I. Carthage  
2 Lane, H. M. Cortland  
3 Rogers, H. J., Bay Side Hotel Eastport  
4 Sadler, John F., 121 Brand Elmira

5 Brown, Edward J., box 510 Granville  
 6 Crosby, Wm. J., 104 Eckford Greenpoint  
 7 Cameron, E. H., box 1051 Leestershire  
 8 Johnson, August, 10 Grand View av Middleton  
 9 Roest, Miss Katie Vander, 238 S. 3d av Mount Vernon  
 490 Monteith, Ross D., 621 3d st Niagara Falls  
 1 Robertson, William J.  
 2 Zeiger, Frank H., 641 4th  
 3 Curtis, Richard S., 331 E. 123d New York  
 4 Feldman, Miss Katherine J., 160 E. 81st  
 5 Ferguson, Arthur, 905 8th av  
 6 Gager, Geo. W., Jr., 469 W. 157th  
 7 Gardner, A. H., 451 Greenwich  
 8 McCabe, Thos. J., 407 W. 51st  
 9 Payne, Henry W., 280 Broadway  
 500 Schubert, J. Paul, care The Waldorf-Astoria  
 1 Strong, H. N., 55 W. 117th  
 2 Born, Rudolph, 691 E. 135th  
 3 Boughton, C. Frank, 1 Rose,  
 4 Fuckle, John, 427 E. 69th  
 5 Becker, Walter T., 11 Perry,  
 6 Brill, William V., 1260 1st av  
 7 Geltz, Mrs. A. M. H., 112 Lawrence,  
 8 Hiltbrunner, Albert, 115 W. 25th  
 9 Jones, Paul T., 165 Madison av  
 519 Jones, Mrs. S. B., 165 Madison av  
 1 Julian, Oliver, 226 E. 44th  
 2 Langenbahn, Theodore, Jr., 429 E. 69th  
 3 Robinson, Samuel, 459 W. 43d  
 4 Schaeffer, J., 263 W. 114th  
 5 Schiff, I. M., 319 E. 70th  
 6 Shipley, James H., 1877 Arnet av  
 7 Sprout, Agnes, 263 W. 25th  
 8 Williams, Miss Cora, 388 W. 129  
 9 Wardwell, Dr. I. Franklin, 35 W. 38th  
 520 Zipsin, Chas. R., 5 Pacific pl. W. 29th  
 1 Willard, O. J. Nunda  
 2 Buckner, I. M. Ozone Park  
 3 Lent, Wm. H., 326 South st Peekskill  
 4 Harris, William L., box 1 Port Byron  
 5 Conaty, Chas. B. Port Chester  
 6 Brinner, E. J., Elizabeth st Sing Sing  
 7 Gelatt, J. E., 122 E. Genesee Syracuse  
 8 deFeyster, Justine Tivoli  
 9 deFeyster, Carola  
 539 Fellew, H. W., 513 Fulton Troy  
 1 Milnebaugh, Edward J. Utica  
 2 Storms, Charles, 52 Factory Watertown

3 Storms, Mrs. Chas., 52 Factory  
 4 Gower, Fielding, 6 Oak pl Yonkers

### Over 123,000, NORTH CAROLINA, 3-67

Unattached.  
 535 Frost, H. M., 14 Grove st Asheville  
 6 Heston, Elmer E., box 93  
 7 McEachin, Jas. C. Laurinburg

### Over 123,000, OHIO, 7-3090.

Unattached.  
 539 Davidson, Fred L., 528 Whittier Cincinnati  
 2 Phillips, Henry, 627 West 6th st  
 549 Whittaker, Dr. Jas. T., 32 Garfield pl  
 1 Killinger, E. D. Edgerton  
 2 Huber John, Massillon  
 3 Dick, M. G., 25 N. Main st Oberlin  
 4 House, C. F., M. D., St. Clair st Painesville

### Over 123,000, PENNSYLVANIA, 28 24,979

N. C. C. C.  
 545 Selgreid, Chas. A., 117 Home, New Castle  
 Phillipsburg W.  
 6 Sumler, Arthur C. Phillipsburg  
 Unattached.  
 7 Langman, Miss J., Gen. Del. Bradford  
 8 Conover, Harry E., 109 Queen Falls of Schuylkill  
 9 Emmott, Wm. G., 5020 Franklin Frankford  
 559 Shaffer, G. E. Glen Union  
 1 Maiky, John, Hotel Monahan Greensburg  
 2 Becking, Chas. R. Hulmeville  
 3 Iredell, W. P. Jarrettown  
 4 Graybill, J. S., Jr. Mifflintown  
 5 Brecht, S. K., 318 De Kalb Norristown  
 6 Bolton, H. G., 150 W. Penn.  
 7 Stephens, Wm. W., 504 W. Alry st  
 8 Ganglich, F. W. Oberline  
 9 Bachman, Jacob, 2146 E. Dauphin Philadelphia  
 560 Blatsdell, Fred, Hotel Walton  
 1 Clark, Edwin H., 2035 Stella av  
 2 Dunning, George A.  
 3 Davison, G. C., P. N. S. S., Saratoga,  
 foot of Race st  
 4 Pengler, C. Fred'k, 2013 N. 16th  
 5 Glinier, W. W., P. N. S. S., Saratoga,  
 foot of Race st  
 6 Krider, Reuben T. 2317 Master,

7 Lybrand Thos. A., 1839 Van Pelt,  
 8 Roemer, Wm. A., 4209 Mantua av  
 9 Siedgerwalt, W. H., 1045 Chestnut,  
 579 Stewart, A. T., 7035 Hamilton av Pittsburg  
 1 Todd, Mrs. J. Chas., 421 Lyceum av Roxborough  
 2 Castle, Jas. M., 25 N. 50th W. Philadelphia

### Over 123,000, RHODE ISLAND, 6-1701-

Unattached.  
 573 Geisler, Rev. J. N., box 40 Portsmouth  
 4 Dorr, Edwin H., 321 Ohio av Providence  
 5 Pollis, Arthur, 281 Friendship st  
 6 Monchester, Norman L., 33 Marshall st  
 7 Robinson, Edw. F., box 581  
 8 Turner, Edward B., 193 Point st

### Over 123,000, SOUTHERN CALIFORNIA, 2-415.

Unattached.  
 579 Gordon, Miss Bertha E., 1625 Santee st Los Angeles  
 580 Nichol, Geo. S., 1860 E. First st

### Over 123,000, SOUTH CAROLINA, 1-146.

Unattached.  
 581 Marchbanks, G. E. Pelzer

### Over 123,000, TENNESSEE, 2-338.

Unattached.  
 582 Fisher, Arthur J. Newport  
 3 Taylor, F. H.

### Over 123,000, WISCONSIN, 4-2592.

Pastime C. C.  
 594 Kelpner, P. C., 221 N. Wash. st Green Bay  
 5 Zillack, L. P., 221 N. Adams  
 Unattached.  
 6 Elleson, Geo., 491 Grove st Milwaukee  
 7 Luxter, Russell, 1st Nat'l Bank W. Superior

### Over 123,000, CANADA, 1-42.

Unattached.  
 593 Parant, J., Road Dep't, City Hall Montreal

### Over 123,000, ENGLAND, 1-29.

599 Rumney, Abraham Wren, The Bungalow Kerwick

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The dhamnoo is an Indian tree,  
 Known as the linden of the East,  
 And if our parks would get it we  
 Would have one dhamnoo thing, at least.



SELLING FOR A SONG.

It's foolish for a hen  
 to count her chickens  
 before they hatch, but  
 when she lays an egg  
 she has a right to cackle-  
 ate how much it is worth.

### A Mean Curiosity.

It's a scandalous fact, but it's  
 true,  
 As is proved by the pages  
 of history,  
 We peep, if we can, through  
 the garb of the man  
 Whose figure is shrouded  
 in mystery.

THE air in a bicycle  
 tire might be called a  
 whirlwind.

A very good, religious friend of the L. A. W. BULLETIN  
 says, "I don't object to bicycle riding on Sunday,  
 but I do think wheelmen should first attend church."  
 Whereupon we are moved to exclaim, "Amen!"  
 and trust that the question may now consider it-  
 self settled.

The Local Consulate of the L. A. W., for the  
 Boroughs of Manhattan and Bronx, will give a  
 "Smoker," Monday evening, Feb. 28, at the Lenox  
 Lyceum, corner 59th st. and Madison Avenue, New  
 York.

A bill has been introduced into the New Jersey  
 legislature to stimulate the use of wide tires, by pro-  
 viding a rebate of \$1.50 in taxes for each wheel in  
 habitual use having tires four inches or more in width.

The South Carolina Division, L. A. W., is offer-  
 ing thirty-two valuable prizes to those securing the  
 largest number of new League members in the State.

A FIRE sale enables the dealer to offer some red-  
 hot bargains.

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 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.



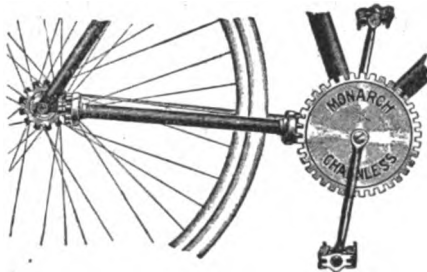
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cycles are engaging in a  
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of low prices, inferior qual-  
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build and offering it at the lowest possible price.  
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wheel you ought to buy at the price you ought to pay.

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STAYS ALIGHT IN SPITE OF WIND AND JAR  
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Re Vera Models 1 and 2, 35.00



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