

# 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, March 4, 1898.

Number 9.



ROAD NEAR COLUMBUS, WIS.

Photo by W. A. Grieb, Milwaukee, Wis.

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, 103,212.

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# PALMER TIRES

MARK THE HIGH GRADE WHEEL

American Mileage Champion for '97



JOHN H. GEORGE.

32,476 MILES ON PALMER TIRES

## THE WINNER

of the pair of Palmer Tires offered in our advertisement in the BULLETIN of February 18, is

**W. W. ALEXANDER, OF PHILADELPHIA.**

Mr. Alexander sent his guess by wire, the message reaching us at noon, Saturday, February 19. Much interest was manifested in the contest, 234 guesses having been received up to the 25th, all but 26 being correct. Of the latter, one guessed Carter Harrison, Mayor of Chicago, and five Mr. Palmer. Some of the others guessed H. Darwin McIlrath, "Jack the Ripper," Jimmy Michael, Zimmerman, "Billy" Herrick, "DeAngelis," "Young-man-with-a-Pull-with-the-Palmer People," etc.



**Another Contest to be announced March 18.**

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

### NEW BICYCLE IDEAS.

Prof. R. C. Carpenter, of Cornell University, than whom there is no higher authority in America upon questions of mechanics, and whose demonstration of the loss of power in chainless bicycles was brought to the attention of the public a few months ago, has now given the results of careful and exhaustive tests of a new device for chain bicycles, which claims to be absolutely unaffected by wet sand, mud and grit, formerly the greatest enemies of the chain.

Prof. Carpenter says:

*Fig. 1. Clean Chain..*

"Fig. 1 shows the form of diagram usually obtained with the chain running in good condition.



*Fig. 2. Chain with wet Sand.*

Fig. 2 shows a diagram of the chain when running through wet sand which adheres to the sprocket. The result is an exceedingly variable line, ranging from 45 to 108 lbs. pressure on the pedal and averaging 71 lbs.

It is quite probable that a rider would be unable

to overcome the resistance at times, and the results would be that the wheel would come to rest and fall over. When in this condition the chain runs with a crackling and snapping noise, at times due principally to particles of sand wedging in between the sprocket and chain.

A form of sprocket has been designed by a well-known manufacturer which is practically unaffected by these conditions, as shown by the test of a wheel with the improved sprocket, when transmitting the same power and when wet sand is being rubbed into the chain in exactly the same manner as in the preceding case (Fig. 2) and when in fact the same chain was employed as shown in Fig. 3.

*Fig. 3. New Victor Sprocket with wet Sand.*

The results show an absence of irregular resistances which are caused in the ordinary construction by the lodging of the sand between the chain and sprocket wheel. . . . .

It will be noticed that the efficiency of the Victor gear is 98.1 per cent." . . . . .

This strikes a key note in the bicycle industry which will do much to clear the atmosphere of doubts.

First, Prof. Carpenter demonstrates that the chainless bicycle must waste power.

Second, that great advantage is gained by the Victor Straight Line Sprocket.

Our specialty is providing road machinery for riders who furnish their own power. We use leg power to the greatest possible advantage. If you ride, why not ride the best? VICTORS invite comparison in actual road work.

OVERMAN WHEEL CO., Chicopee Falls, Mass.

### Tools, Not Talk.

If while upon your wheel you find  
Your tire is sadly rended,  
Don't stand and swear, but fix the tear  
For "least said soonest mended."

### PANTS GUARDS.

Instead of the steel clips, unsightly and liable to loss, take a "snap" button from an old kid glove. Fasten the parts oppositely inside the bottom of the trousers at or a little in front of the seams. For riding, snap the button together; for dress, leave unfastened. One button on the chain side of the wheel is sufficient. These buttons may be purchased in some places. No. 122,238.

### FIXING STREET LEVELS.

A local joker of Leavenworth, Kansas, advises the dismissal of the city engineer, since the principal employment of that official is determining street levels. A local paper says, "On Fourth street, in front of the National hotel the water lay on the street in a level sheet of mud and water about the consistency of roof paint. The city force simply unloaded broken rock on the street until the surface of the rock showed above the surface, and the work was done without resorting to technical science to determine whether the proper level had been found."

In trying to backpedal down a steep hill one should not lose his head nor his feet, either.

### GOOD ROADS IN ANCIENT PALESTINE.

Dr. Edersheim, in his "Sketches of Jewish Social Life," speaks thus of traveling in ancient Palestine: "In towns and their neighborhood the police regulations were even more strict; and such ordinances occur as for the removal within 30 days of rotten trees or dangerous walls; not to pour out water on the road; not to throw out anything on the street; nor to leave about building materials, or broken glass, or thorns, — along with other regulations for the public safety and health." Has modern civilization progressed? No. 122,238.

### FOR SUSPENDING A WHEEL.

In order to suspend a wheel, a member suggests that a small iron pulley be attached to the ceiling, and a rope run over it with one end attached to a hook in the wall at a convenient spot. The other end of the rope should be divided, or another rope attached firmly to it, about two feet from the end, so as to make it end in an inverted A, and covered hooks of suitable size fastened at the ends of the A. These hooks can be placed under the handle-bar and saddle; the machine raised to the height desired and the loose end of the rope secured on a hook in the wall.

The grand highways of the old Romans are estimated to have cost them from \$30,000 to \$100,000 per mile.

## NEW FEATURES IN



are not adopted until they have been thoroughly tested. The manufacturers of CRESCENTS do the experimenting,

**The Public Reaps the Benefit.**

SEND FOR CATALOGUE 98.

**Western Wheel Works**

CHICAGO.

NEW YORK.

## To Competitors of

**Rambler**  
**AGENTS!**

We have a fine lot of agents, but we **know** we can get more enthusiasm out of certain cities and towns. We want to hear from **all** dealers who would like to sell popular, "19 year old" **RAMBLERS** at \$60, list, and **IDEALS** from \$40 down to \$25.



**WRITE AT ONCE**, whether our agent in your city has sold few, many or no Ramblers, or if there is no local Rambler agent.

Address Dept. "G,"  
**CHICAGO.**

**GORMULLY & JEFFERY MFG. CO.**

AD. NO. 244.

## AS TO REMOVING ENAMEL.

Several members write to say that the potash and soda baths recommended for cleaning frames, by some members in issue of February 18, would be too elaborate and expensive, "unless the advice was accompanied by a good-sized tank and enough potash for the purpose." No. 99,810 says that "the lye should simply be applied with a brush, and left on for twelve hours, and then washed off," and No. 6,436 says that the best thing to do is to scrape the frame thoroughly with a sharp knife, as is frequently done in repair shops.

## RURAL POSTAL DELIVERY.

Roads on which bicycles may be utilized in experimenting with free rural postal delivery have been selected for the test to be made in South Jersey. The route will be Riverton to Cinnaminson, Moorestown, Stanwick, Bridgeboro, Riverside and back to Riverton.

## PLUMBAGO AS A LUBRICANT.

Experiments reported from England show that with the best sperm oil used on a chain, and sixty pounds pressure, 33,360 revolutions were made before squeaking began; with the best lubricating grease the same result was obtained; but, when fifteen per cent. of graphite was added to the grease, 194,941 revolutions were made before a squeak was heard.

## A PUBLIC EVIL.

NIXON WATERMAN.



**Y**OU very often notice, as you're riding in the car, There's one distressing feature all our peace of mind to mar.

It's the fellow right in front of us who holds his paper so We're forced to read the headlines; but the villain seems to know Just when we get an inkling of a thrilling bit of news, For he turns the paper over and thereafter he'll refuse To let us finish out the line, and so, with soul distressed, We feel like smiting him because we cannot read the rest.

There's nothing suits him better than to tantalize our view

With some big headline till he's sure we've caught a word or two: But just before we're quite aware of what it's all about. He flops the paper upside down or yanks it inside out. And every time we seek to get a fact within our grasp He upsets all our purposes and leaves us with a gasp, Until at last we swear it, in a low and rasping tone, That if we had the price we'd buy a paper of our own.

"This is one of those cases that I take on 'spec,'" said the pickpocket as he removed the leather covering from the gold-bowed eye-glasses.

Much of the discomfort of cycling can be saddled on to a poor saddle.

# 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.

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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.**

**MARCH 4, 1898.**

## A PERENNIAL PLEASURE.

**N** contemplating the abiding interest shown by all classes and ages regarding the bicycle and bicycling, one is moved to paraphrase Shakespeare's lines and declare that

"Age cannot wither it, nor custom stale  
Its infinite variety."

For a goodly number of years the public has been insisting, during the height of each riding season, that the "bicycle 'craze' has reached its highest limit and next summer it will have become a back-number." And then with the coming of each succeeding spring that same public has shown a greater interest in cycling than ever before.

The evolution of the bicycle, though it has been seemingly rapid at times, has, all in all, been quite gradual. Just enough change and improvement in its construction has been made or promised each year to keep the public interest up to an acute pitch. The bicycle as we know it today is the result of many interesting experiments, some of which have left but little impress on the modern, up-to-date machine. Yet many of those tried-and-found-wanting features were heralded for a season in large type and lived their brief summer to be subsequently forgotten.

Total number printed this week . . . **108,000**

Sent to paid Subscribers . . . . . **103,212**

Samples to Advertisers, Exchanges, etc. **4,788**

Bicycles have increased in number in the same ratio that they have improved in quality and design. A new army of enthusiasts has been added each year to the hosts of cycling devotees. The practical and pleasurable possibilities of cycling is as yet an unfinished story. Every year adds new lustre to its name.


And now the opening of another cycling season draws near. If there is to be any abatement in the cycling interests, such is not apparent at this time. On the contrary, the public is more concerned about cycles than it has ever been. The number of cycles used will be much greater, and the sum of human happiness that will be derived from their use during the present year is beyond the reach of mind. The public is wise enough to know when it has found a good thing, and it may be depended upon to push it along.

### A Difference.

"You're lame," the first-floor boarder said,  
"Rheumatic, I presume;"  
But the sixth-floor victim shook his head  
And thought of the slats in that awful bed,  
And answered, "Attic room."

## ARE CLUB RUNS OBSOLETE?

It seems quite reasonable to suppose that much of the opposition to Sunday cycling is awakened by the "club runs" of the thousands of cycle organizations throughout the land. One, two, or a few cyclists passing quietly along a highway attract little or no attention, and if they leave any impression on the minds of those who see them it is likely to be a pleasing one. But fifty or a hundred cyclists in a body usurps the attention of a community and calls forth comment of some sort, just as a hundred pedestrians or scores of horse-drawn vehicles in a procession would do. It is unreasonable to expect fifty cyclists in a crowd to be as quiet and unobtrusive as a much smaller number might be. Without here enumerating the many good features of club runs it is admitted that they also have their undesirable attributes. The latter are mentioned by Mr.



**SIZE ALONE**

does not indicate value; but a widely-circulated and universally-read paper, like the L. A. W. BULLETIN, "gets there" for the advertiser.

Kindly observe how many.

## CHASE TOUGH TREAD TIRES

Light and Resilient. Practically Puncture-Proof.

### Chase Special and Vulcan,

Equal to any standard read tires made.

### FOXHOUND

Exceptionally Fast. Acknowledged to be the Speediest Tire yet produced

### Our '98 CATALOGUE and BOOKLET on

the use and abuse of tires, manner of application, Repairs, etc., sent FREE on application, provided you mention this paper.

**L. C. CHASE AND CO., Boston, Mass.**

## 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.**

## Little Giant Vulcanizer

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



Patent applied for.

**\$1.50 ISN'T MUCH**

to pay for a Practical Vulcanizer.

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

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



## For \$10.00 The Eagle.... Graphophone

Just the thing for L. A. W. Clubs.

Price, with japanned tin horn, 2-way hearing tube and aluminum reproducer **\$10.00**  
 A handsome carrying case of polished wood, extra **2.00**  
 Recorder with sapphire point, extra **5.00**  
**Outfit No. 1**, including Eagle Graphophone, aluminum reproducer, japanned tin horn, 2-way hearing tube, 9 records and record box for 12 cylinders **15.00**  
**Outfit No. 2**, including Eagle Graphophone, handsome polished oak carrying case, aluminum reproducer, 26-in. japanned tin horn and stand, 2-way hearing tube, 12 records and record box for 12 cylinders, **20.00**  
 Send cash with order. Catalogue of Talking Machines, Projecting Machines, and Stereopticons on application. Address,  
**THE CITY ELECTRIC WORKS, Little Falls, N. Y.**

John Frick in a paper read at the recent annual meeting of the Morris Club, one of the leading cycling organizations of New York city. The paper, which was unanimously approved by the Club members, says,

"During the past seasons the Club's efforts have been in the direction of regular scheduled Club Runs on Sundays and Holidays, made up in trips to various points, from 15 to 30 miles or more, starting from and returning to the Club House. This method has become obsolete. Members cannot be depended on to participate, and the discomforts and annoyances exceed the benefits. Either the trips are too long or too short; some complain that the pace is too slow or too fast, or that the weather is too hot or too disagreeable; that there are too many hills, or too much devouring of others' dust. Some do not care for the company of others, etc. After pushing one's physical ability to the extreme at times; and the destination is reached, the time that is spent off the wheel is used up in hanging around indifferent hotels, usually stuffy and unattractive, with poor accommodations, and unable to furnish satisfactory meals, because of the want of sufficient notice for preparation, and often too late for anything but the leavings of others. Few places have even respectable wash-rooms, and consequently the attendance at runs has been very discouraging. As the scheduling of any more consecutive runs has proven a disappointment to the management, something of a different character must be substituted to uphold the interest of the Club, and make our membership attractive to wheelmen. It has been observed that the tendencies of the wheelmen are in the direction of using the bicycle more as a vehicle, and not as a new toy, to be fondled and petted and ridden because of its newness, but a vehicle that will take its riders, when conditions are favorable, to some destination considered agreeable, often undecided until the start and preferably in small parties. While few of our large membership would take part in a Club Run, reports

would be made that various parties would be seen in various directions, sometimes accompanied by ladies. These conditions must be met and form the basis of action for any new programme that may be decided upon for the ensuing season."

The paper suggests that six rendezvous be arranged for the members of the Club, at popular centres, and a road map covering the area prepared. At each rendezvous a register will be kept at some convenient hotel, where members may leave such information for one another as is desired. By the aid of such register it will be possible for members to pick up the trail of others who have gone on before them, and will add much interest in making it an object to continue on to a similar destination, with a good chance of meeting. Members will have a better opportunity of becoming acquainted and no time will be lost in wheeling to the Club house, as the point to start from, as heretofore. The Club will also have an exclusive rendezvous at City Island, where Club members and their friends or families, who may choose to come by cars, may have wheels checked and cared for, refreshments served, and spend the day boating, fishing, yachting or swimming.

The Morris Club's statement that the ordinary club runs are obsolete awakens the hope that it has hit upon something better for the club and, possibly, more to the liking of the non-riding public, and the results will be noted with interest.

**MOTOR coaches have appeared at Parisian funerals.**

**We Want an  
Old Wheel!**

**Do You Want  
a New One?**

We will give a '98

**NIAGARA BICYCLE**

free in exchange for the oldest pneumatic-tired bicycle in actual use.

Here is a golden opportunity to secure the finest wheel for a mere trifle. Address Dept. J,

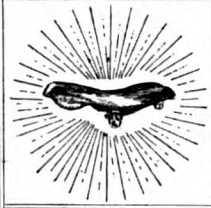
**BUFFALO WHEEL  
COMPANY,**

New York Office,  
51 Broad St.

Buffalo, N. Y., U.S.A.

**CONDITIONS:**

Send us at once your name and address, name and factory serial number of wheel. A postal is sufficient. The award will be made in April.



**Gilliam  
Saddles**

are **Standard**

Write us today for  
1898 Catalog No. 5  
and Art Booklets:

**"Saddleosophy" and  
"Points on Saddles"**

Our  
Saddle Literature  
should be in  
the hands of  
every rider  
and dealer.



**GILLIAM MFG. CO.**

Canton, Ohio.

**HOW THE MONEY SYSTEM TELLS.**

A gentleman, being obliged to visit a small Connecticut town had nine miles to drive from the railroad station. As it had just rained heavily, he expected to have a very muddy ride; but, to his delight, he found the road almost dry, except for a few puddles. A little questioning brought out the fact that the town used the money system in caring for its forty miles of roads. There was one highway commissioner, and the teams, wagons, scrapers and small tools were owned by the town. The annual appropriation for road maintenance was \$2,000. The commissioner, with experienced men, was always at work on the roads, which were carefully crowned and sluiced, and the ditches were always kept open, and good drainage secured. The community had become so attractive that many city people had made Summer homes there and spent considerable money every season.

Another case is found in a country town in New York, and is described by a correspondent of a Utica paper. It seems that this town adopted the money system six years ago, assessing a road tax of fifty cents for each day's labor, and thereby raising about \$650 annually. This sum is sufficient, by the methods employed, to enable them to go over ninety miles of highway every season.

Two road machines are owned and the same teams are used on them each season, as far as practicable. The road commissioner personally operates one of them. Each man gets three dollars per

day of eight hours' active work. The operators have become so expert that when they finish a road, and the stones are raked off, it is said to be in fine shape. "There are no sods in sight and a horse can be safely driven over it at a good round trot. Every rod of new road made each day is left in perfect shape." Owners of adjacent lands cart away the stones raked from the roads; but, if they neglect it for three days, the stones are thrown on adjoining land far enough to prevent their falling into the ditch.

The road work is done on the theory that "narrow and high road-beds, with deep ditches at the sides, are not advisable, because moisture from the ditches works under the road-bed, and thus the frost has an opportunity to get in its work and leave the road-bed in the Spring so that it is almost impassable. The road-bed is rounded just enough to allow the surface water to run off, and the side ditches just deep enough to prevent the stream from a heavy shower from flooding the roadway. No matter how steep the hill, there are no 'hog backs' to throw the passengers or break the wagon-springs. In their stead, good substantial sewer-pipe is placed to carry the water across the road wherever necessary. Once every month during the Summer the loose stones are raked off from the whole ninety miles of road."

THE passing years leave their trace on every feature, but there is no other face shows the flight of time more noticeably than that of the town clock.

THE 1898 MODEL

SPLENDID IN ITS IMPROVEMENTS

**THE 1898 20<sup>TH</sup> Century**

BICYCLE HEAD-LIGHT & DRIVING LAMP

RIGID BRACKET, HINGED FRONT DOOR, OUTSIDE OIL FILLER, INCREASED REFLECTOR, NO COMPLICATIONS WHATEVER

20<sup>TH</sup> CENTURY CYCLOMETER IS A GOOD ONE.

PRICE \$2.50

20<sup>TH</sup> CENTURY MFG CO. 17 WARREN ST. N.Y.

PRICE \$1.00



Former Price, \$2.50.

**NOW \$1.50**

**Smith's**  
**Two Roller**  
**Spring Seat Post**

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

## The Glover Perfection.



RETAIL  
 PRICE  
 \$3.50

Send for free descriptive circulars to  
**GLOVER CYCLE SADDLE CO., Jackson, Mich.**

### GROWIN' OLD.

I met a feller here today that I ain't seen in years;  
 He's old an' gray an' withered up, an' pore, so it appears.  
 By jinks! it do seem singular thet such a thing could be,  
 'Cause thet old wrinkled feller used to go to school with me.

He was the liveliest little kid thet ever played "I spy."  
 He uster pelt the passengers when the old bus 'ud go by,  
 An' lick a gang o' fellers fer teasin' crippled Ted,  
 'Cause he was allus good at heart, fer all he raised Old Ned.

An' now he's old; somehow I can't just think of him that way.  
 Never seemed like he was made fer anything but play.  
 An' it makes me trimble kinder, when I look back an' see  
 Thet frisky little feller thet went to school with me.

MABEL RAITZ.

### SERIOUS AND AMUSING.

League member No. 6,436 does not agree with all the answers given by members to inquiries made through the *L. A. W. BULLETIN*. "Lubricating oil is a fine thing for a chain, but is of no use whatever, except on the chain pins." It should be carefully wiped off the outside of the links, and graphite rubbed over them. Vaseline, he says, is "the best thing for use by the general riding public. Where lubricating oil is used alone, the bearings require oiling about once a week or so, depending upon the amount of riding done, and that is entirely too often for the ordinary rider to think of and remember. Nevertheless, the thin oil, as recommended by No. 105,969, is undoubtedly the best where a rider oils his machine regularly. Vaseline becomes almost solid in cold weather and, in that condition, does a bearing con-

siderable injury, causing much wear on all parts, as the balls become fixed in one place and have no movement in any direction."

He goes on to say that some riders ill-treat their wheels, and that machines are sometimes taken into repair shops in strange condition—cones screwed on inside out, pedals without balls, washers inside of cones, pedal balls replaced with shot, big nuts with coarse threads forced over axles having fine threads, and the like, and yet the wheel is blamed for causing trouble, and he thinks that many riders would be much better off if they had their wheels frequently overhauled by good repairers during the riding season.

As an instance of unwise attempts at repairing, he tells of a rider who took a tire to a repair shop because the valve leaked. The repairman took an oil can and put a few drops of *benzine* on the plunger, and soon had it holding air. The rider saw the operation, went home, and thought he would make his other tire hold better, and so filled the valve with *oil*, supposing that that was what he had seen done, and inflated it with great satisfaction. During the night a sharp explosion startled the household, but it was not till morning that the cause was discovered. One tire was flat, with an eight-inch tear in the inner tube where the oil had ruined the rubber, and the other was all right. Experimental repairs are sometimes dangerous.

THE self-made man sees no flaws in his product.

**1898**

**\$40 — \$50 — \$75 — \$85 — \$100**

**IVER JOHNSON AND  
FITCHBURG CYCLES**

will sell for these prices during this season—chainless models and tandems are included. Our Catalogue is now ready; send for it.

**Iver Johnson's Arms and Cycle Works,**  
New York, Boston, Worcester. **FITCHBURG, MASS.**

**Bicycle Dealers and Repairmen** SEND FOR OUR CATALOGUE

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

NEW METHODS IN CONSTRUCTION

PRACTICAL IN OPERATION

Manufactured by  
**THE NATIONAL CEMENT  
AND RUBBER MFG. CO.**  
(INCORPORATED). Toledo, Ohio, U. S. A.

**Riders, You Know** the advantages of a properly-constructed

**GEAR CASED BICYCLE.**

Before selecting your '98 mount, investigate the merits of the

*New Lu-minum Bicycle*



**THE ONLY PRACTICAL GEAR CASED BICYCLE MADE.**

Agents Wanted everywhere.  
Art Catalogue on request.

**ST. LOUIS ALUMINUM CASTING CO., Inc.**  
Makers... St. Louis, U.S.A.

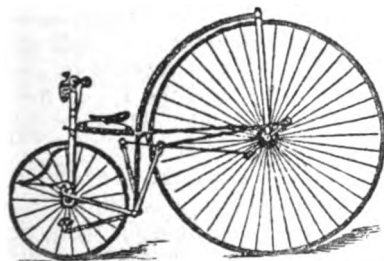
## EVOLUTION OF THE CYCLE.

### XI. Early English Safeties.

1870-1882.

When the velocipede was introduced into England, a young man, yet a minor, became infatuated with it; he learned to ride it about 1869, and soon became an enthusiast. His name was H. J. Lawson. He quickly built himself a machine, and undertook to make improvements in existing patterns. One day his father, who was a clergyman, urged his son to construct a machine that would be suitable and safe for riders of all ages—a real “safety” bicycle. Young Lawson approved the idea and thereafter set himself to accomplish the task.

For two or three years Lawson worked along as opportunity afforded. In 1872 the true bicycle appeared, and Lawson was not tall enough to ride the



LAWSON'S SAFETY.—1876.

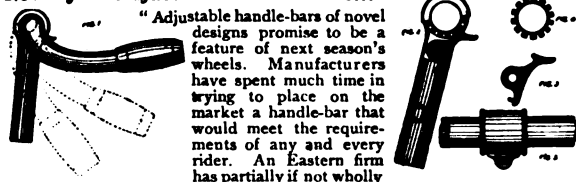
by levers, and a small front steering-wheel, over which the rider sat. The big wheel he ran up to

52 and 54-inch wheels that soon came into use. He would not ride a small wheel, and so soon produced a “safety,” having a very large rear driving-wheel, propelled

84 inches, in his Sussex Giant, and also tried it with the big wheel in front, as has been mentioned. These experiments began to be noised about, and, on April 28, 1876, *Bicycling News* reported that a race was to occur on 84-inch wheels.

Experience quickly showed that such large wheels would not answer; they swayed too much, and were unmanageable; so they were reduced to between 50 and 60 inches, and the front wheel was made 24 inches, the saddle being placed at such a height that the rider's feet could touch the ground. A patent was secured on Dec. 5, 1876, and Singer & Co. undertook their manufacture; but, unfortunately, they were not very favorably received, and the wheels made up for these machines were afterwards used in the manufacture of tricycles. About this time Lawson is said to have produced a ladies' safety, but what it was does not appear.

The next “safety” was built more nearly on the lines of the “ordinary” bicycle. It was called the Facile, and was patented by J. Beale, on Jan. 25, 1878, and brought out by Beale & Straw. The front wheel was made from 36 to 52 inches, but the average size was 42, and the rear wheel was 22-inch. The front forks raked back 2½ inches, and the saddle was placed well down on the backbone. The front forks were prolonged down and forward some 12 inches below the hub. To their ends were jointed 18-inch pedal levers, and to these, secondary cranks were jointed. The pedal motion was not rotary, but formed part of an arc of a circle. Its safety

**NEW YORK EVENING WORLD, JAN. 15, 1898.****UNSOLICITED.****Novelty in Adjustable Handle-Bars...**

"Adjustable handle-bars of novel designs promise to be a feature of next season's wheels. Manufacturers have spent much time in trying to place on the market a handle-bar that would meet the requirements of any and every rider. An Eastern firm has partially if not wholly succeeded, having patented a bar, the adjustment of which can be instantaneously done and without dismounting. A rider can sit erect, and, by the touch of a tooth instrument held in the front fork, the handle-bar can be adjusted as desired. This style of handle-bar will be particularly advantageous in riding against a strong wind, when it is necessary to bend low over the handle-bars to offer as little as possible area to the wind."

The firm mentioned above is J. H. BURT MFG. CO., Springfield, Mass.

Get your '98 mount equipped with the Ridgway Instantaneous Adjustable Handle-Bar. For particulars, price, etc., address as above.

**\$500 REWARD!**

We will wager \$500 that no bicycle manufacturer in America is producing a High Grade Bicycle equal to our 1898 American Special, on which has been placed a price of \$35 and is offering to the general public, to all alike. Further, that our

**BICYCLES AT**

**\$17.50 \$22.50 \$30.00 \$35.00**

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

We employ no traveling men, issue no expensive circulars, sell our entire output to the riders for cash only, have no bad debts, hence other manufacturers must charge 100 PER CENT. more for Bicycles of an equal grade. We never deceive the public. No one can succeed in so doing. Our bicycles are sent subject to approval without any advance whatever. We expect to sell 15,000 bicycles in 1898 and we only want to make \$1.00 each. We much prefer to sell 15,000 at a profit of \$1.00 each than 1,000 at \$15 each. Any prices above ours made by other concerns are made so by extravagant expenses, and don't let anyone convince you that you should pay for extravagance and bad debts of others. Buy of the maker and save your money. SEND FOR CATALOGUE AT ONCE. So. High street.

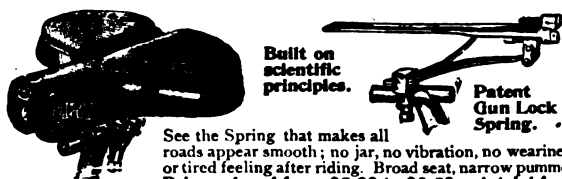
**AMERICAN MACHINE COMPANY, Columbus, Ohio.**

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

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

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

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

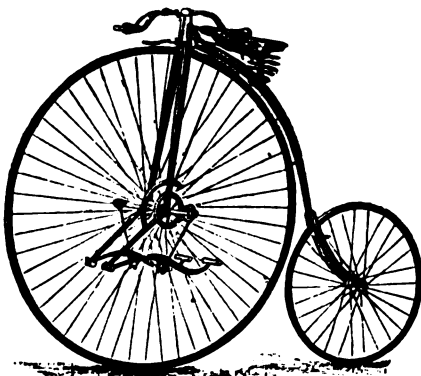
**THE PARK SPRING SADDLE**

See the Spring that makes all roads appear smooth; no jar, no vibration, no weariness or tired feeling after riding. Broad seat, narrow pommel. Price reduced from \$5.00 to \$3.80. A trial free.

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

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

qualities were produced by the reduced size of the driving-wheel; the relatively backward position of the saddle, and the fact that the rider's power was applied below and behind the front axle. This machine was successful, and was in use some fifteen years. When the geared-up, modern safeties became



FACILE.—1878.

popular, the Facile was geared up with a device of the Sun and Planet type.

Nothing very definite is known about the next safety that was patented. On July 11, 1878, E. C. F. Otto and J. Wallis described a machine "in which the cranks are mounted on short, independent axles, on each side of the driving-wheel, and are connected thereto by chains and chain wheels, or gear wheels." The machine was not manufactured, but the descrip-

tion, curiously enough, applies to the Kangaroo of five years later.

During the same year, on Oct. 24, the Xtraordinary Challenge, commonly called the "Xtra," was patented by G. Singer. It was made in sizes from 48 to 54 inches; the forks raked back about nine inches, but good steering was secured by bending them at the head, so that the line of the steering-head pointed to the spot where the front wheel touched the ground. It was driven by long bent levers, connected with the cranks, and attached at their upper ends to short arms which worked in universal joints on the sides of the forks. Safety was secured by the rider's very backward position, and the application of power so far back of the front axle. The machine had considerable use for ten years or more.

About a year after the Xtra came the Pony safety designed by W. H. Blood. It was a small bicycle, with front wheel about 36 inches, having hanging links to the cranks, with the pedals attached to the ends of these links. It was made by the Coventry Machinists Co., but never got into general use.

Not long after this came the Sun and Planet, so-



XTRAORDINARY.—1878.

## EFFICIENT.....

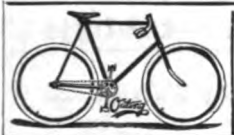


YES, IT IS THE

### Morse Roller Joint Chain.

A chain having **no friction** at all would transmit 100 per cent. of power applied. The Morse Chain transmits, by **actual tests**, 99½ per cent. of the applied power. Send for Catalogue and copy of tests to

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



... SEND FOR OUR CATALOGUE...

*Cutting* Bicycles,

Prices \$45 and \$60,

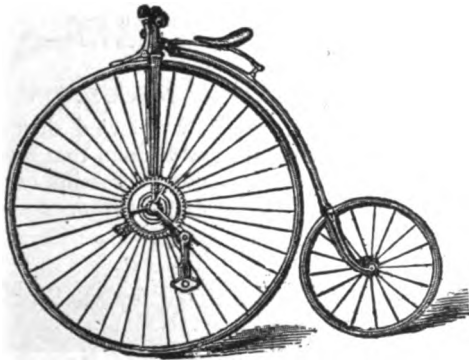
ARE FITTED WITH THE

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

**HAY & WILLITS MFG. CO.**

Indianapolis, Ind.

called on account of the large toothed wheels attached to the hubs and the smaller toothed wheels which revolved around them. The cranks extended an inch or so beyond the edge of the large, or sun,



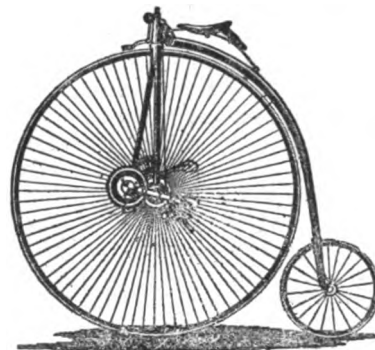
SUN AND PLANET.

wheels. At the ends of the cranks there were attached secondary cranks, revolving on bearings, and carrying on their inner sides the small-toothed, or planet, wheels which geared into the larger ones. The pressure on the pedals, which were at the ends of the secondary cranks, drew the large wheel around and drove the machine, causing it to travel more than one revolution of the driving-wheel to one of the pedals, in proportion to size of toothed wheels.

These machines had about 40-inch driving-wheels and 1¾-inch rake to front forks. They depended for their safety quality upon the relatively small

front wheel, together with the low, and backward application of power. The gearing was simple and effective and the machines were used for some years. After they succumbed, the device used to gear up the Facile was practically the Sun and Planet gear.

Another machine of this period was the Dutton safety. Its patent driving-gear consisted of stay-ropes running from fork-head to points about six inches in front of the axle, and there connected with shorter rods which curved out from just above the bearings. Small-toothed wheels were carried at the junction of these rods, and these geared into smaller ones fastened on each side to the axle of the machine. On the outer sides of the first wheels



DUTTON SAFETY.

were smaller ones, affixed by screws, which were fitted with ratchet teeth on their circumferences. Outside these again, and on the same bearings, were pivoted the ends of levers, and a pawl near the fulcrum so arranged as to engage the teeth on the ratchet wheels on the downward stroke. A small

## 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.

## It Leads Them All

**THE FIFTY  
DOLLAR  
TRIBUNE**

Tribune Bicycles are recognized the world over for their unequalled quality and easy running :::::

Large fully-illustrated Catalogue, describing our entire line of 23 models, sent free.

**THE BLACK MFG. CO.**  
**Erie, Pa.**

## The Yale Bicycle

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

Superbly equipped, at the popular price,

**\$50.**

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

**THE KIRK MANUFACTURING CO., Toledo, Ohio.**

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

## The Defender,—Smooth Tread



## The Defender Special,— Corrugated Tread.

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

Manufactured by...

**THE KOKOMO RUBBER CO.**  
**Kokomo, Ind.**

## "The 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.**

pulley was fixed at the top of the neck, and over this a cord passed, connecting the two driving levers, so that the down stroke of one drew the other up. The pedals were nearly beneath the rider, the action was powerful, and the feet could be kept still at pleasure, the wheel being free to revolve independently of the pedals, but back pedalling was not possible.

The safety element in this wheel was not great, and the machine did not have a very long career.

A horseless carriage ride has been tried over the London to John O'Groats course, made famous in cycling circles by the many trips made over it in record-breaking time. According to the reports, the trip developed various shortcomings in the vehicle used, and was not an unmitigated success.

Mr. W. H. Parsons, of Watertown, N. Y., rides daily in all weathers, throughout the year. In cold weather he uses thick felt mittens, a short, heavy overcoat, lined rubbers and a cap with ear-laps. In rainy weather he slips on a long gum coat, slit up the skirts in back, which covers his legs while riding. He says that by this means he is dry and comfortable, and could ride miles without inconvenience.

A new form of electric treatment is said to be given by providing bicycles with a battery and an arrangement to give electric shocks through the handles and pedals.

### Did n't Agree With Him.

The goat crept up and took a bite  
 Where lay the blast, prepared to light.  
 "Right here," said he, "I'll dine a mite."

The blast it rent him limb from limb.  
 The foreman said, with chuckle grim,  
 "That 'blow-out' was too much for him."

### A CYCLE A LEGAL NECESSITY.

In Kansas, when a bicycle was levied on to collect a judgment, Judge Hazen decided that a wheel is a tool and essential to a man's profession or occupation, and that, as such, it is exempt from execution.



CYCLERS' SNAP SHOTS.—ROAD 14 MILES WEST OF CHICAGO.  
 Photo. by H. W. Heidorn, Chicago.

Good perfumery will do wonders, but it should not be expected to take the place of a bath.

# FRANK FOWLER'S WEEKLY

....ILLUSTRATED....

DEVOTED TO THE INTERESTS OF THE ONE-PROFIT TRUSS-FRAME FOWLER.  
WE SELL DIRECT TO THE RIDER FROM OUR FACTORY—NO AGENTS.

ONE PRICE—~~\$43.50~~—ONE PROFIT

Volume 1.

WE SELL DIRECT TO THE RIDER.

Number 7.

PUBLISHED WEEKLY

BY THE

## FOWLER FOLKS

130 to 136 W. Washington St.

... CHICAGO ...

Subscription Price \$43.50,

with which a new 1898 Fowler will  
be GIVEN FREE, as a premium.  
Write to us for Descriptive Booklet  
and Catalogue. \* \* \* \* \*

## ...EDITORIAL...



### OLD CONSERVATIVE

still sleeps, but he's got one ear cocked  
toward the Fowler Factory.

The "One-Profit" plan is a go!

Quality AND \$43.50.

Not "cheap," but \$43.50!

"Easy to handle as a collar-button,"—The Fowler.

Quality with a capital Q,—price with a tiny "p."

No cheap chain. Ours is the beautiful Baldwin.  
Fix it with your fingers.

We serve the rider's interests by selling to him  
direct. This is **straight** in more senses than one.

We are proud of our 1898 model. See the Fowler  
and you will see the why.

We could allow you \$50.00 for "any old wheel"  
in exchange, if we sold ours for \$75.00. "See?"

It isn't often that a good thing is so easy to push  
along. Try the Fowler!

Don't go to a pawn-shop to learn about diamonds.  
Come to us to get Fowler facts. A guarantee be-  
hind every statement.

To nervous people: Before you "go all to pieces,"  
come all together and buy a few Fowlers. Every  
wheel is a nerve doctor!

No maker can put Fowler quality into a wheel  
and sell it **through agents** at a price anywhere  
near ours (\$43.50.)

We'll match the quality, style, beauty and finish  
of any high-priced wheel for only **\$43.50**. Don't  
you believe it? Have you seen the **new Fowler**?

## What you get for \$43.50

### BRIEFLY STATED.

The new Fowler weighs 23 lbs., has flush joints,  
2 1/2 inch drop frame, 4 3/8 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 this is the  
best; "Trinity" seat post fastening; and a new  
pedal, 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 Catalogue and Booklet.

We have only the warmest of friendly feeling for  
riders everywhere; but we have built our business  
on a business basis.  
Incidentally the rider pockets



a pile of money

when he pays but \$43.50 for his high-grade bicycle  
instead of \$75.00, and we are glad to help him effect  
such a saving. We are all sorry (?) the bicycle agent  
did n't get his little commission, but —



Blue are her eyes  
As summer skies;  
And red her lips, as currant jam.  
Through the dusk of night  
Her teeth gleam white,—  
Though they do not show in the diagram.  
The thrill of bliss  
Lies in her kiss;  
Through ev'ry nerve its joy I feel.  
She won my heart  
From a standing start  
By riding Fowler's new-plan wheel.  
I ride it myself.  
Paid a hundred plunks for mine:  
And now you can buy a Fowler,  
Better in all respects  
Than it ever was,  
For Forty-three dollars and a half!  
Send for booklet  
Explaining the "How."

C. S. W.

Not copyrighted.  
Other papers may reprint!

## BARGAINS

### CYCLOMETERS:

AMERICAN  
TRENTON  
STANDARD  
INGERSOLL

50 cts. each  
POSTPAID.

New Departure Bells, 45 cents.

Padded Saddle, after the well-  
known "Brown" pattern. Never  
sold under \$2.50; our price, post-  
paid, \$1.00.

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



**SEARCH LIGHT**

**One Hundred Dollars**

for the best catch phrase to be used in advertising the "Search-Light" Lantern.

A competent jury will decide upon the winners—\$50 for first, \$25 for second, \$15 for third, \$10 for fourth. The contest will close March 20. Copy must bear the name and address of sender, plainly written.

The Bridgeport Brass Co., reserves the right to use everything submitted, whether prize-winners or not.

Address Department "B,"

**BRIDGEPORT BRASS COMPANY,**  
Bridgeport, Conn.



**STRAUS PROTECTED TIRE.**

The only lively, Puncture Proof Tire in existence.  
It carries its own Road.

**STRAUS TIRE CO., 127 Duane St., New York, N. Y.**

Your address is wanted by *The Trinity* People

for a Catalogue which will tell you all about **A GENUINE BICYCLE.**

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

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

### A Winter "Scorcher."

His hair was red and blue his nose,  
His ears and feet were nearly froze,  
And tears of cold bedimmed his sight;  
But still he yelled, with all his might,  
"Bicycle!"

F. H. AVERILL.

### CORNSTALK ROADS.

It is an interesting coincidence that in those parts of the country best adapted to the raising of corn there is apt to be softest roads.

On the prairies of Illinois, for instance, the very wagon-track would raise good corn if it were not so often stirred up by narrow tires. Now why cannot some chemical treatment be discovered which will embalm the cornstalks and thus make them available as a road material.

There are thousands of miles of roads which consist of soft black earth. Stone and gravel are out of the question where it must be hauled long distances and the available cash is limited. What shall be done in such cases?

If not cornstalks, what?

Under her present road law some 238 miles of good roads have been built in New Jersey.

## BICYCLE DELIVERED FREE!

To any point East of Missouri River.

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

**PATEE BICYCLE CO.**

111 Main Street - - - Peoria, Ill.

\$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 light that never fails.



### The Adjustable Electric Bicycle Lamp

Ask your dealer to show it to you.

**Price \$5.00, prepaid.**

Dry battery. Guaranteed in every way. Agents wanted. Send for illustrated catalogue. Also lamps for gasworks, breweries and carriages.

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



You should use a **CYCLOMETER** which can be **REALLY** read from the saddle....

**THE "TRENTON"**

made of Aluminum, can be so read.

ASK YOUR DEALER FOR THEM.

**TRENTON WATCH CO., Trenton, N. J.**

### PRETTY GOOD ADVICE.

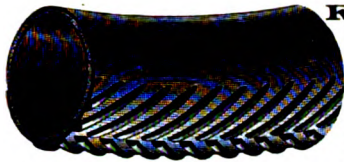
Here is some advice given by a New Yorker to a Connecticut wheelman who had been taking his first rides over the elegant macadam of the Metropolitan district:—

"Go home and spend all your time advocating good roads. It is good to be married. It is good to be the father of a family. It is good to bring up children in the way they should go, but don't you marry. Devote your life to the cause of good roads. You have found what a good wheel on a good road will produce. Go home and carry the gospel of good roads to the benighted sons of Connecticut. Become wedded to that single idea. Make other hustlers wed themselves to that idea, and the result of the union will be that *magnum bonum* to any community—fine roads."

Permission to charge toll of wheelmen on all roads controlled by their company was recently asked by the "Montreal Turnpike Trust Co." of the provincial legislature, but was denied them.

Growth of cities at the expense of the country is an evil of modern civilization. Bad roads build up cities; good roads increase and develop country life.

## The National Single-Tube Tire.



### RIDERS:

You no doubt realize the necessity of having a tire that **will not slip, will not throw mud, has resiliency, speed and durability.**

The National is the only tire in the world having all these features. Insist on having the **National Tire** on your wheel.

MANUFACTURED BY

**THE NATIONAL TIRE CO.**

204 Dearborn St., Chicago, Ill.



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.

## \$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.**

## Keydic Bicycles \$21.85

Fully Guaranteed. Catalog Free.

Other New Wheels, \$17.50 up.

Second-Hand, \$5.00 up.

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

**THE OHIO CYCLE CO.**

213 S. High Street . . Columbus, Ohio.

## HAVE YOU FAITH....

in what your doctor says? Ask him if you should ride the **CHRISTY SADDLE**. PRICE, \$5.00.

**A. G. SPALDING & BROS.**

NEW YORK CHICAGO PHILADELPHIA

## YOU'RE RUNNING A RISK "Applied, Spool Spins Round."



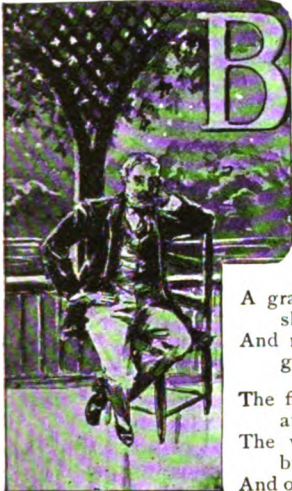
every time you ride without a brake; risking your tire unless you use a **FAULTLESS ROLLER BRAKE**, whose rubber spool in spinning throws off all dirt and grit before it comes down hard on the tire, yet it will stop your wheel instantly when applied. Hand, complete, \$2.50; Foot, \$1.25; Coasters, 25 cents extra.

**Faultless Roller Brake Co.**

Baltimore, Md., U. S. A. Drop us a line for '98 Booklet.

## AN EVENING REVERIE.

JOE LINCOLN.



**B**ENEATH the trelliss'd roses sit I, smoking,  
The damp and dew of evening fills the air;  
I hear the frogs their sleepy chorus croaking,  
And cricket choirs are chanting everywhere.

The old home o'er me rears its mossy gable,  
A dusky shape against the starry sky,

A gray-grown dreamer, wrapped in shadows sable,  
And musing o'er the happy days gone by.

The firefly lamps among the reeds are shifting,  
The willows idly whisper in the breeze,  
And out upon the night my thoughts are drifting

Like helpless ships to bring me what they please.

And lo, from out the leafy darkness stealing,  
There comes a vision rare, of girlish grace,  
That, in the latticed lamp-light's soft revealing,  
Hath eyes of beauty and a fair, sweet face.

A lily form, so fresh and pure and slender,  
A cheek the blushing roses might have kissed,—  
Ah me, my worn old heart grows strangely tender  
And in my eyes is more than evening's mist.

And, o'er the march of Time's unchanging measure,  
That night once more returns my soul to bless,  
From Memory's guarded vaults I bring my treasure,  
And hear her words and thrill with her caress.

\* \* \* \* \*

Come daughter, sit beside me 'neath the roses,  
Here, where the casement casts its dappled light,  
And let me see the face its ray discloses,  
You look so like your mother, dear, tonight.



CYCLERS' SNAP SHOTS.—SCENE IN WASHINGTON PARK, CHICAGO.  
Photo. by H. W. Heidorn, Chicago.

WHEELS used in riding centuries may be called cycles of time.

In some of the German cities bicycle police corps are being organized.

THE second-hand of a watch is really the third one.

The Cyclometer that Revolutionized Cyclometers.

## THE VEEDER...

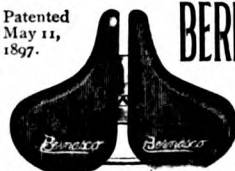
PRICE \$1.00

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. Write for circulars.

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

## THE... Bragger Lamp



IS GUARANTEED  
NOT TO JAR OUT.

For sale by all dealers. Catalogue for the asking.



## STERLING BELLS

All Styles and Sizes.

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

ARE  
THE  
BEST...

## The Brightest Light That Ever Came Over the Pike

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

## NEW BRUNSWICK TIRES

A COMPLETE LINE OF TIRES IN CORRUGATED, SMOOTH, ROUGH, AND BASKET TREAD.

Our new '98 catalogue, just out, describing all our different Tires, sent free. Six cabinet size photos. of cycling girls sent for a 2 c. stamp.

**NEW BRUNSWICK RUBBER CO., NEW BRUNSWICK, N. J.**

Boston, 207 Congress st.; New York, 90 Reade St.; Chicago, 56 Fifth ave.

### Too Much for Him.

The poor old Billygoat has met his death,—  
The "Daily Yellow Howler" stopped his breath.  
It choked him when he ate it, in a minute;  
He could n't swallow half the statements in it.

### WHY ENGLISH MAKERS ARE SORE.

A good deal has been said about the bitter feeling toward American wheels entertained in England. It is, at least, partly explained by the answer made by the head of a large English house when some American tubing was offered him. He replied, "when the English trade were doing business on your side, they were swindled out of hundreds of thousands of pounds. As soon as you began to make a bit yourselves, you imposed crushing duties which blocked us from your markets, and in return you fatten on us by reason of our free trade. Whatever anyone else does, I remember these things, and I tell you that English stuff is good enough for my business; that if you were to offer me eighty per cent. or ninety

## See our Adv. last Week for Prices.

We sell to the riders at wholesale.  
No agent's profit. — You get it.  
High Grade, Truth, Quality, Price.

Address:

Write for Premiums.

**H. C. TILLOTSON R & CO.,**

Sundries.

Toledo, O.

## COLUMBIA BICYCLES STANDARD OF THE WORLD. UNEQUALLED, UNAPPROACHED. POPE M'G CO. HARTFORD, CONN.

## 1898 HIGH GRADE BICYCLES

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

No Money in Advance. Write today for Special Offer.  
Shipped anywhere C.O.D. with privilege to examine. Buy direct from manufacturers; save agents' and dealers' profits. Large Illustrated Catalogue Free. CASH BUYERS' UNION, 162 W. Van Buren St., B-350, Chicago, Ill.

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



**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., 181 Custom House Place, Chicago.

## Rab-evaFaL-yuB

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

**THE WOOD MFG. CO., Toledo, Ohio.**

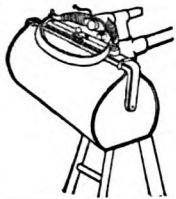
per cent. on your tube, I would n't have it; aye, and if you were to dump it free of cost on the floor of my warehouse, I'd kick it into the street." There is enough truth in these statements to make them galling to Englishmen.

A Philadelphia member suggests having membership tickets made with a blank shield or scroll in one corner. In this space could be printed the word "Regular," "Veteran," "Cadet," or whatever the case might be. This would secure uniformity and still make all necessary class distinction.

As the days begin to lengthen  
Cycle sports begin to strengthen

A Massachusetts doctor say that he "rides a bicycle for money" when he uses it in his business, and wants to know why he should be allowed to belong to the same League as does the man who rides solely for amusement. We give it up.

**FIRE SALES AND SHERIFF SALES** move some lines best of all advertisements is that which comes from **selling cheap**. Good values touch you in the right spot. We give lower prices on **bicycle supplies** than any other house in America and issue the completest catalog; send 5 c. for copy. Look at these figures: Pedals, 50 c. pr.; handle-bars, wood or steel, 50 c.; corkene grips, 8 c. pr.; chain adjusters, 5 c. pr.; Cotter pins, 25 c. doz.; valves, 5 c.; stems, 3 1/2 c.; inner tubes, 55 c.; best tires, \$2.75 set; spokes, best grade, 75 c. per 100, complete; Victor pump braces, 1 c.; Chambers' enamel polish, 5 c.; quart cans cement, 20 c.; hand pumps, 10 c.; foot pumps, 12 x 1 1/2, 25 c.; 20th Century Lamps, \$1.35; Barnes' wrenches, 15 c.; seat posts, 15 c. If you place your stock order for supplies before seeing our catalog you make a mistake, for we can save you money. **PHILA. MDSE. CO., Phila., Pa.**  
P. S. — We can usually save you enough on a \$10.00 order to more than pay the freight.



One of the advantages of cycling is to have a **EUREKA CARRIER** adjusted under the saddle, so as to keep the weight where it does not retard the speed of the wheel and does not interfere with the rider. Useful in carrying camera, satchel, or any package; light in weight and nickelled. For sale by dealers. Sent on receipt of price, 50 cts.

**EUREKA MFG. CO.**

52 Franklin St. - - - Nyack, N. Y.

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.**



You are tired of STANDS — WELL, HERE'S THE **"DUBLEOOK" BICYCLE HOLDER**. Hangs your wheel off the tires—that preserves them—and is the very best and most convenient thing out for cleaning. No stooping; all parts free. Nickelled, with screws and rubbers, postpaid, all dealers carry it..... **50c.**  
**GRAHAM-WOODWARD EQUIPT CO., 26 Cortlandt St., New York.**

**DON'T WASH YOUR HANDS** every time you lubricate that chain.

**GET SOMETHING**

which is clean, lasting and will lubricate.



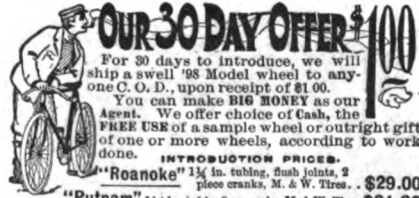
**ALLERTON MICA LUBRICANTS**  
Your dealer, or direct for 5 cts. and 10 cts.  
**164 Franklin Street, New York.**

## HOW ENERGY IS OFTEN WASTED.

In cycling, and particularly in hill-climbing, riders are cautioned by No. 145,179 not to "allow the weight of the leg, which is upon the rear pedal, to add to the labor of the leg on the front one. Don't compel one leg to lift the dead weight of the other." Without knowing it, practically all riders keep some weight upon the ascending pedal, and thereby retard the progression of their wheels. This wastes considerable energy and is a very good thing to avoid.

For cleaning a tarnished hub or other bright part of a bicycle, a leather shoe laced, moistened with vaseline, and pulled back and forth over the place is recommended.

Sixty-two members of the Century Wheelmen of New York rode over two thousand miles each during 1897, four of the number getting above the 10,000 mile mark.



**OUR 30 DAY OFFER \$100**  
For 30 days to introduce, we will ship a swell '98 Model wheel to anyone 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" 1 1/4 in. tubing, 2 pc. cranks, M. & W. Tires... **\$29.00**  
"Putnam" 1 1/4 in. tubing, 2 pc. cranks, M. & W. Tires... **\$24.00**  
"Albion" 1 1/4 in. tubing, 2 pc. cranks, New Brunswick Tires... **\$19.00**  
'97 and '98 MODELS, various makes and styles... **\$12.00 to \$15.00**  
WHEELS, slightly used, modern types... **\$8.00 to \$15.00**  
ART CATALOGUE FREE. SECURE AGENCY AT ONCE.  
**H. T. MEAD & PRENTISS, CHICAGO.**

**The Tunison-Shannon Company, 123 Liberty Street, NEW YORK.**

Offer to Exporters { The "Regal," 1898 model, \$50. 1897 wheel was \$100  
and Jobbers: { "Clito" " " 45. " " 75  
" " " " 40. " " 65  
" " " " 35. " " 50  
at prices lower than yet offered for wheels equal in design, quality and finish; with or without name plates. Also, one and two piece bottom brackets, hubs, brakes, tires, saddles, lamps, etc., at manufacturers' prices.



**"SNAPON" TOE-CLIP.**

Made of best spring steel—highly finished. Snaps on any pedal—rat trap or rubber. No. 1 fits small barrel pedal; No. 2 fits large barrel pedal. No bolts or screws to work loose. For sale by leading dealers. By mail 35 cents. Specify pedal.  
Pat app. for.  
**HIGGINS MFG. CO., . . . . 5 PARK SQUARE, BOSTON.**

**ECLIPSE BICYCLES**

Have the only **COASTER AND BRAKE** on the market.

Send twelve cents in stamps for illustrated catalogue and Tom Windner's book.

**ECLIPSE BICYCLE CO., Box D, Elmira, N. Y.**



**..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.**

"THIS," said the brakeman, as he coupled the coal-car to the locomotive, "is what I call a tender attachment."



**European Bicycle Tour.**—Write for full particulars. **ELWELL, Portland, Me.**

**Columbia Chainless Bicycle Given Away!**  
—Full particulars on cover page of "BULLETIN," February 4th.

**Tires \$3.50 pr., warranted.**—Best tires made, year's warranty, \$5. **MINERALIZED RUBBER CO., 18 Cliff St., N. Y.**



### THE HIGHWAYS OF NEW JERSEY.

Thirty years ago about the first macadam roads in the State were built in Essex county, N. J. The work was gradually extended, and was taken up by Union county, and these two counties laid many miles of stone roads before the system of State aid was inaugurated. At the present time, nearly every county in the State is building macadam roads. The State bears one-third of the expense, but so many applications are now made for a share of the annual appropriation that the \$100,000 appropriated will need to be raised to three times that amount if the contemplated roads are to be built.

In 1891 the appropriation was \$20,000. In 1893 it was increased to \$75,000, but only \$20,000 were spent. In 1894 four counties were building roads, and the whole appropriation was used; in 1895 six counties were at work; in 1896 there were eight counties; in 1897 eleven counties, and now nineteen out of the twenty-one counties in the State have made application for their shares.

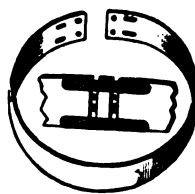
There are now so many miles of stone roads in the State that it can be traversed in nearly all directions without leaving them. During the past year the expense of building macadam roads was considerably reduced. In order to preserve good roads and improve bad ones, it is proposed to give a rebate of a dollar-and-a-half in taxes for each wheel in habitual use on heavy wagons whose tire is four inches or more in breadth.

Under the law passed last year commissioners have determined the value of some of the toll roads, and if the policy is pursued the State will soon possess nothing but free public highways.

### GOOD ROADS BUILD TOWNS.

Three years ago a little farming settlement in New Jersey was intersected by good roads. The location was charming and invited the erection of summer homes. With the advent of good highways, the residents came, and a prosperous village grew up — made possible solely by the construction of hard and durable highways.

Hard roads make access to the farms easy at all seasons; produce can be shipped in any weather if the highways are passable.



### Whipple Detachable Wide Tires

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

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



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

### FOR EXCHANGE=

3 Double Bicycle Trunks, 2 Tandem Trunks; Taylor's make. Will exchange for bicycles.

Address, Rhea-Thielens Implement Co., Peoria, Ill.

### 100 L. A. W. VISITING CARDS, 50c.

With emblem in Royal Purple; L. A. W. number, name of club, name and address in black. Neat Printing and Good Cards.

Sent postpaid in nice box.

LOUIS FINK & SON, Printers (L. A. W. 119,530), 4th and Chestnut, Philadelphia.



### Handsomest Chain THE LEFEVER.

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 '08 mount. Full particulars.

LEFEVER ARMS CO., Syracuse, N. Y.

**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.

### GOOD SNOW ROADS.

In sections of the country where there is heavy snow during the winter months, the problem of good winter roads is important. Much money is expended in breaking the roads, though of late the tendency of great drifts to form across the roads has been reduced by the removal of stone walls and "bunk fences." There are also apt to be spots where the winds sweep the roads clean, and it becomes necessary to shovel snow upon them. To obviate this trouble there are small trees, about the size of house Christmas trees, laid along the roadside at exposed places. When the wind blows, it drifts the snow over them on to the road, about a foot deep and makes a hard winter road. These expedients, and the use of snow rollers, such as were illustrated and described in the L. A. W. BULLETIN of Dec. 21, will go far towards ensuring good snow roads during the winter season.

Along poor roads land sells slowly. There is a demand for farming land and rural homes along good highways.

A horse cannot carry four persons on his back, but he can easily draw them in a carriage; a man cannot walk ten miles without tiring, but he can ride fifty on a bicycle without any great difficulty.

# League of American Wheelmen

... Official Department ...

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The Renewal Season  
is now open.

RENEW AT ONCE.

"Bulletin" will be stopped at date of  
expiration.

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Consuls and agents should draw upon division officers  
for supplies of application and renewal blanks, and for  
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Morgan & Co., 22 Old Broad St., London, E. C.

## RENEWAL LIST NO. 8.

Including renewals from Feb. 21st, 1898, to Feb. 25th,  
inclusive.

Alabama	1	New Jersey	27
Arizona		New Mexico	
Arkansas		New York	123
Colorado	3	North California	8
Connecticut	9	North Carolina	
Delaware	1	North Dakota	
District Columbia	10	Ohio	21
Florida	1	Oklahoma	
Georgia		Oregon	1
Idaho		Pennsylvania	88
Illinois	11	Rhode Island	9
Indiana	4	South California	4
Iowa	8	South Carolina	1
Kansas	2	South Dakota	1
Kentucky	3	Tennessee	2
Louisiana		Texas	2
Maine	10	Utah	1
Maryland	96	Vermont	1
Massachusetts	10	Virginia	1
Michigan	1	Washington	1
Minnesota	6	West Virginia	
Mississippi		Wisconsin	12
Missouri		Wyoming	
Montana		Canada	
Nebraska	2	Foreign	1
Nevada		Mexico	
New Hampshire	10	Indian Territory	

## RENEWAL BLANK

ABBOT BASSETT, Secretary L. A. W.,

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

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

Name.....

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

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

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

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

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

ABBOT BASSETT, Secretary L. A. W.,

DEAR SIR:—Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation  
fee in the L. A. W., seventy-five cents for one year's dues, and the remaining twenty-five cents I hereby  
authorize and direct you to pay to the publisher of the L. A. W. BULLETIN AND GOOD ROADS, and the  
quest that he enter my name as a subscriber under the provisions of Articles III and VII of the  
L. A. W. constitution.  
I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution,  
and refer to two League members (or three other reputable citizens) named below.

Name.....

Street or Box.....

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

Write references on margin below.

Cycle Club.....

Write Plainly on Blanks.

Printing Preferred.

Remit by P. O. Money Order.

## OHIO DIVISION.

**"If you don't see what you want, ask for it."**

The United States Government, through the office of Road Inquiry of the Department of Agriculture, is building sample roads in other States. If you want one built in your neighborhood, urge your congressman to get it for you. Ohio is entitled to her share, but will not get it if you don't ask for it. Remember the early bird, and ask for it now.

WILLIAM D. KEMPTON, Chief Consul.

## MARYLAND DIVISION.

## Local Consuls.

Quite a number of the local consuls have reported to me what they have done on the road laws. Their reports are very satisfactory. Keep it up, because now is the time to get in your work. The next two weeks will tell whether we will be able to pass our bills. The local consuls are urged to keep up their work, and never cease until the bills have been passed.

## Renewals.

The local consuls are reminded that quite a number of the L. A. W. members are still unrenewed. Get these names from the secretary-treasurer and have their renewals sent in.

## Recruiting Season.

The recruiting season is near at hand. Send for L. A. W. literature, and commence your work for 1898. Very soon the list of prizes will be ready for you, and every member of the Maryland Division will soon be able to get to work in earnest.

CONWAY W. SAMS, Chief Consul.

## 3,800—ILLINOIS DIVISION—10,000.

**To the Members.**—The present membership of the Illinois Division of the League of American Wheelmen is 3,800. This membership is not nearly so large as it should be in a State containing between 300,000 and 400,000 cyclists, and it should be doubled within the next 30 days. It can be doubled if each of the present members will secure but one new member. We want you to help us. You can, we are sure, obtain one application within twenty-four hours after the receipt of this request. It is our desire to increase the membership of the Division by at least 10,000 during the present year. A doubling of our present membership will be a long step in that direction.

The League is doing a mighty work for the betterment of the highways of the nation. One million Good Roads pamphlets will soon be sent to the farmers of the country.

The Illinois Division intends to devote its future energies chiefly to bringing about an improvement of the highways of the State. It is now establishing a press bureau from which articles on road improvement will be sent weekly to 150 of the leading newspapers. A new hand book, which will be a mine of cycling information, is being prepared, and 25,000 copies will be distributed, gratis, to the wheelmen of the State. Money is needed to enable the Division to complete the sectional road map of the State, a copy of which will be sent to each member of the Division. Plans are being perfected for the organization of local consulates in the principal cities of the State.

To enable the Division to do the work mentioned, and other work in contemplation, it must have money. To raise this money it must increase its membership. This increase in membership can be easily brought about if the present members will themselves render but a little assistance.

Do not consign this appeal to the waste paper basket, and think no more of the matter. Have the inclosed form of application filled out, and send it with \$2.00 to George D. Locke, Sec.-Treas., Illinois Division, Jerseyville, Ill. By so doing you will assist the Division, and by assisting the Division you will benefit yourself.

WM. H. ARTHUR, Chief Consul,  
Illinois Division, L. A. W.,  
1407 Ashland Block, Chicago, Ill.  
CHICAGO, ILL., Feb. 16, 1898.

## WISCONSIN DIVISION.

## HIGHWAY COMMITTEE.

I take pleasure to inform the Division members that while the entire State Highway Improvement Committee has not yet been made up, the chairmanship of the committee has been accepted by Hon. H. C. Schranck, a member of the Milwaukee Common Council, and a man who has shown an engrossing interest in the work for good roads and good city streets during the past two years. Local consuls and members throughout the State who desire any information on points relating to pavements and macadamizing are requested to write Mr. Schranck.

M. C. ROTIER, Chief Consul.

## NEW YORK STATE DIVISION.

## AMENDMENT TO BY-LAWS.

I hereby give notice that I will offer the following amendment to the By-Laws of the New York State Division at the special meeting of the Board of Officers

of the New York State Division on Saturday, March 19th:

"Renumber Article VIII., making it Article IX. Insert new Article VIII., to provide for an official insignia or badges for the members and various officers of the Division," as follows:

## ARTICLE VIII.

Section 1. (a) The emblem or badge of the New York State Division shall be the emblem or badge of the L. A. W., encircled or surrounded by a band or ribbon with the words "New York State Division."

(b) The emblems of the officials of the New York State Division shall be such as are established by the Executive Committee."

T. T. ECKERT, Jr.,  
Member Board of Officers,  
N. Y. State Div.

Feb. 24, 1898.

## NEW YORK STATE DIVISION.

## AMENDMENT.

I hereby give notice that I will offer the following amendment to Article I., Section 1, of the By-Laws of the New York State Division, at the special meeting of the Board of Officers of the New York State Division, to be held in New York city on Saturday, March 19th: Feb. 24, 1898.

JOHN F. CLARK.

Amend Article III., Section 1, to read as follows: "The membership in this Division shall consist of cyclists resident within this State, and eligible under Article III. of the Constitution; there shall also be a junior membership, to consist of persons between the ages of 12 and 18 years, who are eligible under Article III. of the Constitution."

## MARYLAND DIVISION.

The wheelmen of Baltimore are to be congratulated that by the efforts of the Maryland Division a complete victory has been won by having two active wheelmen appointed as members of the Park Board. Mr. John N. Steele, of the Maryland Club, and Mr. Harry V. Casey, of the Centaur Bicycle Club, are the names of the two wheelmen who Mayor Malster has appointed (thereby keeping his campaign promise made to us in this connection before the election) to represent the wheelmen on the Park Board. This is but one more example of what organization can do, and the wheelmen of the city of Baltimore should show their appreciation by becoming members of the League.

## THE CONSOLIDATED RAILWAY AND BICYCLES.

A contract has been completed between the Maryland Division, L. A. W., and the Consolidated Railway of Baltimore city, by which the said railway company has agreed to carry from any point on their suburban lines to the old city limits the bicycles of members of the League upon presenting their tickets to the conductors whenever the rider is disabled or his wheel is injured. Not more than two wheels will be carried in one car, for which the usual fare will be charged. Another example of what the League is doing.

## THE ROAD BILLS.

We are not done with the road bills yet. Stir yourselves, members of the League, and keep at your members of the Legislature until the bill is reported! You can not do too much work or be too active in this Good Roads matter until the Legislature adjourns. Our cry is "Good Roads." Let us show the people that we mean what we say. I am more than anxious that the League members throughout the State should appreciate more fully the duty incumbent upon them to take an active part in this work. You have been told what to do. Now do it!

CONWAY W. SAMS, Chief Consul.

## INDIANA DIVISION.

In Secretary Bassett's report of the relative standing of the various Divisions as regards membership published in the BULLETIN of February 18th, we find that in 1896 Indiana stood sixteen on the list; Dec. 1, 1897, she stood twelfth. At this writing we stand in tenth place. Our gain of last year was a good showing, but we must do much better this year. There is only one hundred between us and eighth place. By the first day of April we should be there. Wisconsin has the lead of us by about six hundred. Wisconsin has placed on the rolls by the 1st day of June. We can get it if we try. Let every member bring in his friends. This is the Meet year for Indiana, and we should not let anything get away from us. We can all afford to do something to build up our Division. We want four thousand members on our rolls by December 1st. We can have them if we go after them. They are all waiting for invitation to join. Now is the time to make hay. There is no frost in Indiana this year.

WALLACE SHERWOOD, Chief Consul.

## OHIO DIVISION.

In case of war the strongest side wins, and if we want to win our fight for "Good Roads and Wheelmen's Rights" we must make our side stronger than the other side. If you don't help us by getting recruits very soon you must not expect to win.

WILLIAM D. KEMPTON, Chief Consul.

Feb. 25, 1898.

## INDIANA DIVISION.

The following appointments have been made by the chief consul:

## CONSULS.

27. Alexandria,	W. E. Stockton
85. Shelbyville,	Harry Russell
122. Plymouth,	A. R. Underwood
129. Plainfield,	Eston A. Green
130. Red Key,	Frank McKinney

## HOTELS.

92. Marion,	Burrier,	25 per cent.
128. Albany,	New Bartlett,	25 "
66. Delphi,	Iona,	40 "

## REPAIRMEN.

85. Shelbyville,	E. N. Siefert,	20 per cent.
66. Delphi,	Delphi Electric Co.,	25 "
128. Albany,	McKee & Wilson,	20 "
130. Red Key,	Frank McKinney,	20 "

JAMES A. ALLISON, Sec.-Treas.

## OHIO DIVISION.

## LOCAL CONSUL LIST NO. 6.

E. S. Kintz, Akron. W. B. Vost, Bedford. F. L. Kennedy, Berea. Mrs. C. E. Williams, Bradford. N. C. Fuller, Chagrin Falls. Karl Spannuth, Defiance. Park H. Arnold, Elyria. Kent Van Buren, Forest. Ernest H. Moore, Freedom. Geo. H. Englehart, Glenview. Chas. H. Small, Hudson. C. E. Daniels, Lorain. J. P. Taylor, Mechanicsburg. G. D. Dean, Newburg. A. H. Bliss, Noble. L. P. Chapman, Oberlin. C. D. Cockerill, Wm. Lahmering, Portsmouth. E. A. Neff, Springfield. Orva M. Frees, Tiffin. E. M. Alexander, Winchester.

W. C. MUNRO, Sec.-Treas.

CINCINNATI, Feb. 22, 1898.

## WISCONSIN DIVISION.

## LIST OF LOCAL CONSULS. NO. 1.

B. A. Owen, Baraboo. E. I. Melendy, Brillion. C. A. Dockery, Cedarburg. G. H. Stevens, Columbus. Nathan Frank, Cleveland. Matt. J. Bovee, Eagle. E. E. Wilcox, Florence. R. F. Myers, Hillsboro. W. A. Christians, Johnsons Creek. George Reese, Kaukauna. Chas. Burr, Lancaster. G. H. Wilsie, Little Saumico. Louis Maier, Mellen. Hans V. Kalltenborn, Merrill. Dell. Streeter, Sparta. E. McGlachlin, Stevens Point. Giles Dow, Stoughton. Elmer Orrison, Viroqua. C. J. Pope, Wrightstown. C. R. Powers, West Bend.

## WISCONSIN DIVISION.

## BUREAU OF INFORMATION.

Pursuant to the recommendation of the Board of Officers, your chief consul has created the Press Committee by the appointment of Mr. Frank M. Harbach, of Milwaukee, as chairman.

It is the intention to vigorously prosecute the work of advancing the League's interests in this Division and the institution of the Press Committee or Bureau of Information is one of the means to be employed.

We purpose to keep the League and its work prominently before the people, and our success in this will largely depend upon your assistance. It is imperative that regular reports be made to Frank M. Harbach in order that new thoughts and ideas may be gleaned for news items.

In a general way, it is a part of the plan to systematically advertise the workings of the League by means of a series of syndicate letters, bearing upon the work of the League and the division. You are, therefore, respectfully urged to make note of matters that may come to your attention. Anything that will interest you will interest others; send it in even if you don't think it worth the while, and allow the chairman to pass upon its merits. It may be just exactly what is wanted. If you happen to be placed upon one of the committees it is especially incumbent upon you to give this matter your constant attention. Much depends upon you. The compliance with this request may, possibly, involve some sacrifice, but the division's interests demand it and you should not begrudge it.

M. C. ROTIER, Chief Consul.

## KANSAS DIVISION.

## LOCAL CONSULS.

Chief Consul J. L. Bishop has announced the appointment of local consuls for 1898 as follows:

C. B. Fisk, W. C. Walker, David Lukens, Atchison. E. C. Rugh, C. A. Snider, Abilene. Harry Squires, F. M. Strong, Arkansas City. H. L. Pierce, Belleville. T. H. Kiniry, Beloit. H. E. Hubbard, Blue Rapids. E. A. Gardiner, Bradford. C. V. Wyckoff, Burlington. G. A. Dusenbury, Clallin. Victor B. Tulane, Cawker City. George H. Miller, Chanute. J. C. Pinger, Coffeyville. Eugene Kelley, Corwin. F. E. Cobb, Concordia. J. M. Hamme, Cottonwood Falls. H. E. Best, Council Grove. C. W. Bush, Chetopa. W. H. Jacoby, Dodge City. J. Foster Allen, Erie. H. Hefflinger, Effingham. G. P. Mettler, El Dorado. J. R. Soden, Emporia. Harry E. West, Ft. Scott. E. C. Dunham, Frankfort. Capt. A. G. Hammond, Ft.

Leavenworth. Walter H. Wood, Ft. Riley. C. L. Zetavern, Great Bend. F. D. Burr, Grainfield. Dr. E. Armstrong, Greenleaf. J. V. Brown, Greenwich. A. B. Regnier, Herrington. J. S. Bayless, Highland. Jesse Barker, Humboldt. J. T. Hay, Hiawatha. C. L. Collee, J. A. Greenlee, Hutchinson. Thos. York, Junction City. Ernest Blaker, E. G. Criswell, Charles E. Walker, Kansas City. Will. Sheen, Art. Wise, Annie Monroe, Lawrence. H. Flynn, Geo. W. Combs, A. Monnett Bain, Leavenworth. E. P. Root, Jr., F. L. Heaton, Lyndon. Alvin Long, Lyons. John D. Miliken, McPherson. John Purcell, Manhattan. L. E. Fox, Marysville. Anna B. Kastner, Mound Ridge. H. F. Toers, Newton. C. Granville Edgerton, Ness City. Dr. John L. Moorhead, Neodesha. R. E. Elder, Ottawa. F. A. Goldman, Oskaloosa. H. S. Chapman, Oketo. Kirby Barton, Parsons. A. E. Maxwell, Pittsburg. C. C. Bussinger, Partridge. N. F. Shaw, Plainville. J. H. Breisbach, Reno. O. V. Dubbs, Ransom. Jno. Stockenberg, C. L. Wight, H. H. Eberhardt, Salina. Aug. Erbacher, St. Marys. P. L. John, Soldier. C. F. Spurgin, Strong City. L. K. Breisbach, Tonganoxie. W. M. Glenn, Tribune. G. W. Martin, Troy. O. S. Townsend, C. N. Nelson, E. Lacey, L. B. Wyman, Mrs. Robt. Maxwell, Miss Franc McMillan, Topeka. J. L. Beightle, Valley Falls. Geo. Goff, Walnut. Fred. S. Baker, Wamego. Jno. Gibb, Fred J. Cossitt, Grace E. McElroy, Wichita. T. C. Mathews, Winchester. J. Y. Miller, Woodbine. W. C. F. REICHENBACH, Sec.-Treas. TOPEKA, KAN., Feb. 22, 1898.

## MICHIGAN DIVISION.

LOCAL CONSUL LIST, No. 2.

Geo. K. Hines, 11 Porter st., Detroit. A. W. McNinch, Sanilac Center. J. H. Niz, St. Joseph. L. G. Clapp, Mendon. W. L. McDairmid, Belleville. C. O. Carver, Traverse City. Arthur Salisbury, Fowler. G. Roscoe Swift, Adrian. John Challis, South Lyon. Oas F. Wasson, Jackson. Will Z. Searle, Petoskey. Frank L. Chidsey, 301 Sixth st., Detroit. A. B. Heavercand, Winder st., Detroit. Frank H. Hosmer, M. C. R. R., Detroit. J. E. Scott, Michigan Mutual Life, Detroit. B. J. Bishop, Wyandotte. Harry L. Galloway, Hudson. F. J. Haas, Holly. Joe Taylor, Howard City. J. A. Porter, Brooklyn. J. H. Brown, Cmax. Geo. H. Harris, South Rockwood. Wm. Bremer, Detroit. C. R. Bradley, 267 Putnam ave., Detroit. Henry C. Barter, 24 St. Auburn ave., Detroit. Louis Vineberg, 37 Monroe ave., Detroit. C. H. Rowe, 40 Fanar st., Detroit. R. J. Mercer, 158 Columbia st., Detroit. A. G. Studer, Y. M. C. A., Detroit. F. H. Wöhnlich, Parke, Davis & Co., Detroit. W. A. Blackburn, Alpena. A. Lamont Fogg, Battle Creek. David A. Hill, care Wolverine Mfg. Co., Detroit.

## PENNSYLVANIA DIVISION.

For some time an old man with a gray beard, who gives the name of Solon B. Parote, has been swindling hotels in various parts of this State and New Jersey, upon the plea that he has been authorized to appoint various houses as League Hotels upon the payment of \$125. He has just been heard of as operating in East Pittsburg, and there gave his address as Beaver Falls, Pa. Local consuls are warned throughout the State to notify hotels within their reach of these facts, with the request that any person pretending to make such contract shall be arrested, and that I may be communicated with at once by telegraph.

FEB 15, 1898. S. A. BOYLE.

## PENNSYLVANIA DIVISION.

The officers and members of this division are once more notified that it is necessary to present tickets of League membership to League hotels in order to secure League rates. Please let this fact be generally known to new members and among hotel proprietors.

FEB. 18, 1898. SAMUEL A. BOYLE, Chief Consul.

## MICHIGAN DIVISION.

J. H. Niz, local consul Saint Joseph, having sent in applications this month, is entitled to and has received an Honor Medal. Who is the next?

LEO. A. CARO, Sec.-Treas.

GRAND RAPIDS, Feb. 14, 1898.

## WISCONSIN DIVISION.

To Wisconsin Members:

The Executive Committee of the Wisconsin Division, at its recent meeting, decided to pursue a policy followed out in other States, of making a general change of local consuls each year. It is therefore desired that every member interested in the welfare of the division, write to the chief consul suggesting the name of a member who is his choice for appointment to the office. Vigorous and progressive action will be expected from every consul the coming year, as a great deal of work will be entrusted for him. The scope of work of the organization is rapidly increasing and the field of operation which presents itself to the consuls is one that is most worthy to follow out.

Every action on the part of the League extends to the good of the whole cycling community. Every action must be to challenge the interest and gain the support of those wheelmen who are still indifferent to its workings. We are on the eve of the greatest cycling season the State has ever seen, and the regulation of the wheeling interests rests with us. Every member is urged to join in the work which is outlined, and as a first movement and on which so much depends, recommend an active, representative man for appointment as consul. It is desired to have one in every city, town and village in the State. Correspondence solicited.

M. C. ROTIER, Chief Consul,  
McGeoch Bldg., Milwaukee, Wis.

## RACING BOARD BULLETIN.

BALTIMORE, MD., Feb. 16, 1898.

The following is the sanction rule for 1898:

## D—SANCTIONS.

1. Promoters of race meets must in all cases apply to the member of the National Racing Board of the district in which the event or events are to be run for official sanction. They shall remit with such application the sanction fee required by the rules, viz.:—for each National Circuit meet, \$25. For each open meet or general sanction, \$5; each additional day, \$2; athletic meets, if only two events are scheduled, \$2; but no fee shall be charged for a sanction for a meeting the entries to which are limited to the members of the school or club holding the meeting. Closed school and club meets and L. A. W. clubs must in all cases obtain sanction. No fee shall be charged L. A. W. clubs fully complying with the requirements of the League regarding such clubs; but the application shall be signed by the president and secretary of the club, who shall certify that the club itself is to give the meet, pay all expenses and take all the profits. Except at National Circuit meets a fee of \$5 will be charged for a special permit to exceed the professional prize limit. Applications for National Circuit meets must contain a statement that at least one professional National Championship race will be run, in which the first prize will be not less than \$150. National Circuit sanctions shall carry with them authority to exceed the prize limit in professional events, and authority to run match races, exhibitions, and those other special events for which a permit is necessary at an open meet, except multicyle pacing. It is not a rule, but it is recommended that at least one class race be run at National Circuit meets, and promoters will find it to their advantage to do so.

All applications must state the track on which the meet is to be held, and if the applicant does not own the track, he should enclose the consent of the track owner for its use on the date applied for.

2. If it shall appear that there will be a confliction of interests, the first application under this rule shall have precedence, the priority to be decided by said member of the Board, and notice of such race meet or event must be forwarded to the chairman of the National Racing Board by the member in charge. A guarantee of \$100 at the discretion of the member, may (in exceptional cases or where a number of sanctions are applied for) be required of an applicant before issuing each sanction, the amount to be forfeited in case the holder of the sanction abandons the meet for which it is issued, or to be returned to the holder of the sanction if he give the meet.

3. The Board reserves the right to waive the rule regarding conflictions on National holidays or any other holiday.

4. The Board reserves the right to revoke any sanction where trickery, subterfuge, and evasions are attempted or sufficient reason exists in the judgment of the chairman or member who issued the sanction.

5. Sanctions and special permits will be issued in duplicate, and one copy shall be posted near the tape, in convenient view of the starters when lined up. Any racing man starting when such sanction is not in view will not be allowed the plea of ignorance for starting in unsanctioned races, or starting or exhibiting in an event for which a special permit is required.

6. Sanctions will be refused those promoters who do not provide proper accommodations for racing men, trainers and managers, both in training quarters and a convenient place to witness the races.

7. Promoters must send the member granting the sanction one copy of the entry blank immediately upon its being printed.

8. Race promoters failing to observe the requirements of these racing rules shall be placed upon the list of those to whom the sanction privilege is denied, and refused further sanctions, or, in lieu of that, may be fined.

## E—DUTIES OF RACE PROMOTERS.

1. Promoters of race meets shall send to the official handicapper of their races, and to the member of the Racing Board granting sanction for same, within one week after a race meeting, an official programme of the meet, giving a list of all starters, and the time of the first man in each event.

2. Programmes shall show the register number of professionals, address, city and State of each rider, and shall specify which events are for amateurs, and which for professionals.

3. The prizes apportioned to each event and the value of each prize shall be stated on the programme.

3. Programmes must contain a notice as follows: "Held under sanction of L. A. W. and L. A. W. rules."

ALBERT MOTT,

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

## RACING BOARD BULLETIN.

The following professional riders have registered: No. 1, Orlando L. Stevens, Ottumwa, Ia. No. 2, Floyd A. McFarland, San Jose, Cal. Numerous applications are being received for 1898 Racing Rules. These are now in the hands of the printer, and will be distributed as soon as received.

The suspension of J. L. Decker, Ashley Falls, Mass., expired Feb. 14, 1898.

Julius J. Meier, T. J. Ryan, and H. E. West, Akron, O., and Harry H. Jeffs, Cleveland, O., will be refused sanctions, and are ruled off all L. A. W. tracks in every capacity.

The Terre Haute, Ind., track is restored to good standing.

## Transferred to Professional Class.

Theodore Green, Jr., Louisville, Ky., clause (d). Richard Ireland, Newark, N. J., is transferred to the professional class under clause (c).

## Suspended Pending Investigation.

—Ashdown, James Mackley, E. Johnson, Cleveland, O., and John S. Wiese, Akron, O.

## Suspended.

Geo. D. Comstock and Cass O. Clark, Cleveland, O., to Aug. 4, 1898, for officiating at unsanctioned races.

## Sanctions Granted.

American Wheelmen, Reading, Pa., Sept. 3.  
South End Wheelmen, Philadelphia, June 18.  
Tourist Club, Paterson, N. J., Sept. 5.  
Excelsior Boat Club, Paterson, N. J., May 30.  
International Ath. Park & Amus. Co., Washington, D. C., May 30, July 4, Sept. 5.  
Bridgeton Bicycle Track Ass'n, Bridgeton, N. J., May 30 and July 4.  
F. M. Carter, Baltimore, Md., May 30.  
Atlanta Wheelmen, Newark, N. J., May 30.  
Kenilworth Wheelmen, Philadelphia, Pa., July 4.  
J. E. Carson, Charlotte, N. C., May 20.

ALBERT MOTT,

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

## RACING BOARD BULLETIN.

Applications for National circuit sanctions will be received until March 15, when the circuit will be made up. No application will be considered that does not contain a statement that at least one professional National championship race will be run each day (and as many more as the promoters desire) in which the first prize will be not less than \$150.

Missouri is added to District D, Mr. Dixon. California, Nevada, Oregon, Arizona, Utah, Washington, Idaho, Montana and Nebraska are added to District E, Mr. Doty.

The Trans-Mississippi Amusement Association and track, Omaha, Neb., the York County Agricultural Society, and H. R. Jordan, Biddford, Me., will be refused further sanctions.

The suspension of W. W. Hatton, Mexico City, Mexico, and Will Taylor, Monrovia, Cal., have expired. The suspension of D. A. Kramer, Chicago, will expire July 1, 1898.

E. C. Ferree, Springfield, Mass., is transferred to the professional class under clause (d).

## Sanctions Granted.

Aiken Bicycle and Athletic Association, Aiken, S. C., March 10.

The suspension of Charles Stimson and Will Delay, Riverside, Cal., expired Feb. 17, 1898.

## Transferred to Professional Class.

Alfred S. Schenck, Trenton, N. J., own request. Dan Daley, Taunton, Mass., clauses (d and i). John S. Johnson, Worcester, Mass., clauses (d and i).

## Suspended Pending Investigation.

Geo. D. Comstock, Cleveland, O.

Cass O. Clark, Cleveland, O.

Bicycle Clubs desiring to promote race meets are requested to at once make application for sanctions. It is impracticable, if not impossible, to keep track of the favorite dates of the many clubs throughout the United States, or to refuse those dates or any other that are open to the first responsible applicants.

In the National Championships pacemakers can be used, but they cannot qualify for the finals. Pacemakers can also be used in the finals.

The suspension of J. R. Dubois, Brockton, Mass., expires Feb. 20; Wilkie J. Stanbridge, New Bedford, Mass., June 11; W. W. Ingram, Rutland, Ill., July 1; Herbert H. Mason, Milwaukee, Wis., Aug. 15, 1898.

ALBERT MOTT,

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

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

## APPLICATIONS FOR MEMBERSHIP

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

Tickets will be issued fourteen days after publication of names.

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

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

Send two 2-cent stamps for a Constitution and By-Laws.

Boston, March 4, 1898.

Total, 304-102,142.

## Over 123,000, ALABAMA, 1-76.

Unattached. Mobile

590 Faith, E. W.

## Over 123,000, COLORADO, 1-598.

Unattached. Trinidad

591 Lewis, C. B.

## Over 123,000, CONNECTICUT, 6-2063.

Unattached. Hartford

592 Swincheil, Walter S., 44 Church

3 Schoeller, Nicholas, 50 Market st.

4 Wellman, Chas. H., 66 Mechanic st.

5 Nickerson, R. H., 29 Nash st.

6 Goddard, W. E., 5 E. Main st.

7 Patterson, B. C., box 611.

## Over 123,000, DELAWARE, 4-278.

Unattached. Wilmington

598 Cornell, Geo. H., 1417 Harrison st.

Unattached. Rockwood

9 Bringham, Mary T., 1805 Wash. st.

600 Kruse, A. E., 1805 Wash. st.

1 Nearl, Edward L., 6 E. 9 st.

## Over 123,000, DISTRICT OF COLUMBIA, 5-924.

Unattached. Washington

602 Koester, Randolph T., 3532 M st N. W.

3 Lowery, Woodbury, 1651 Penn. av.

4 Mitchell, John E., 1321 F st N. W.

5 Tainter, Chas. S., 1843 S st N. W.

6 Tainter, Mrs. Lila Munro, 1843 S st N. W.

## Over 123,000, GEORGIA, 1-254.

Unattached. Celatown

607 Benedict, Ernest M., the Samuel Benedict School.

## Over 123,000, ILLINOIS, 16-3746.

Unattached. Chicago

608 Steinman, Ed. W., 613 E. B st

9 Crandall, C. E., 311 W. Mazon av

Unattached. Blue Island

610 Voorhees, L. P., box 57.

1 Henneberry, Walter, Braidwood

2 Avery, J. Foulkes, 200 E. Adams st

Chicago

3 Burns, J. W., 4124 Calumet av

4 Fagan, Mrs. Mary, 855 Wash. boulevd.

5 de Kraft, S. I., Inter-Ocean.

6 Herrick, Wm. P., U. S. yards

7 Hoag, Jesse N., U. S. yards

8 Smith, J. W., 42 Ex. bldg., U. S. yards

9 Turner, H. M., U. S. yards

Harvey

609 Madory, Louis, Kankakee

1 Gake, Geo. W., box 753.

2 Dornier, Roy T., box 123.

3 Erner, Frank M., Spring Valley

## Over 123,000, INDIANA, 32-2022.

Unattached. Alexandria

624 Albright, Earl W., 404 Lincoln av

5 Crosby, Richard, care The Lippincott Glass Co.

6 Fair, Pollock, box 658.

7 McCressan, Patrick, box 254.

8 Fuller, Robert, Dunkirk

9 Abel, M. Murk, 39 S. Meridian st

Indianapolis

630 Corbin, W. H., Spencer House.

1 Gasper, Jos. L., 400 Indiana Trust bldg

2 Kopp, A. F., 1319 Park av

3 Rod, C. W., 818 Nelson st

4 Lindsay, T. J., Lafayette

5 Abbott, John C., Union Nat. Bank.

6 Andrews, Walt. M., 508 E. Adams st  
7 Bender, C. L., Globe Clothing House,  
8 Coy, E. T., L. drawer 157.  
9 Eggleston, W. A., Muncie Sav. & Loan Co.  
640 Farrell, J. W., 124 E. Main st  
1 Gass, Frank L., 212½ E. Main st  
2 Koerner, H. R., 125 W. Jackson,  
3 Kirk, Richard C., 614 N. Elm st  
4 Lockwood, Chas., 509 W. Jackson,  
5 Morrison, P. K., 6 Anthony blk.  
6 Ryan, Thos. L., 153 Johnson blk.  
7 Rethford, J. R., 102 Arcade blk.  
8 Richey, H. L., care Postoffice,  
9 Snell, Frank E., 308 Main st  
650 Shumack, John C., 106 Kirby av  
1 Shafer, Mar. D., 121 E. Main,  
2 Silverburg, A. C., 101½ N. High st  
3 Thompson, Kit C., 620 Howard st  
4 Ivey, Bert, Spencer  
5 Workman, J. B.

## Over 123,000, IOWA, 2-841.

G. W. C.  
656 Smith, Harry K., care Deere, Wells & Co. Council Bluffs  
Unattached.  
7 Hansen, John H. Plain View

## Over 123,000, MARYLAND, 6-1905.

Henpeckinus.  
658 Diggs, Edward J., 1129 N. Fulton av Baltimore  
Unattached.  
9 McLane, Jas. L., 44 South st  
660 Oakford, W. Powers, Garrison av  
1 Wilson, Thos., 1623 N. Fulton av  
2 \*Wilson, Mrs. Thos., 1623 N. Fulton av  
3 Strites, Daniel D., care Rauch & Strites, Hagerstown

## Over 123,000, MASSACHUSETTS, 59-12,157.

Commonwealth Club.  
664 Allen, Walter A., 1828 Washington. Auburndale  
5 Knox, Howard P., 271 Bunker Hill st Charlestown  
Mass. Bl. Club.  
6 Capitlan, Chas. H., 1 Congress sq Boston  
7 Pinksohn, Hugo, 287 Tremont  
Metropolitan W.  
8 Brown, C. H., 560 Albany.  
9 Smith, J. B., 22 Milford Suffolk Bl.  
670 McGloin, Chas., 85 Heath  
1 Meritt, B. L., 32 Fisher av  
2 McQuade, Henry, 2286 Washington Roxbury  
King Philip's chel.  
3 Hatch, Charles R., 183 Main Brockton  
Charlestown C. C.  
4 Kirk, Andrew, 27 Eden Charlestown  
Review Club Cyclers.  
5 Fairfield, Herbert G., 217 Walnut Chelsea  
H. P. C. C.  
6 Queen, John A., 17 Margin Hyde Park  
Roshindale Club.  
7 Vogel, Jos. J., 9 Woolsey sq Jamaica Plain  
Malden Bl. Club.  
8 Crane, J. H., 26 Newhall Malden  
Natick C. C.  
9 Whitcomb, Otis M., 33 North av Natick  
Boston College Assn. W.  
680 Fitzgerald, Geo. M., 47 Yeoman Roxbury  
Shawmut Rovers.  
1 \*Tiddell, Mrs. Margaret G., 645 5th st South Boston

Unattached.  
2 Atwood, Timothy A., 348 Wash'ton Boston  
3 Blodgett, Chas. M., 1 Claremont pk  
4 Baldwin, Jcs. J., 296 Dorchester  
5 Cormack, Helen, 119 Massachusetts av  
6 Curtis, Lucius W., 115 Warren av  
7 Elwell, Chas. E., 278 Massachusetts av  
8 \*Ernst, Miss Sarah O., Robinson st  
9 \*Heron, Miss L. J., 24 Falmouth  
690 McLaughlin, Hezakiah, 55 Dwight  
1 Quicksell, W. A., 47 Cornhill  
2 Wood, Wm., 55 Water  
3 \*Cormack, Jessie A., 115 Mass. av  
4 Broad, C. E., box 2 Brighton  
5 Nolden Edward, 106 Duxton  
6 Perry, Wm. N., 235 N. Beacon  
7 Lovett, Arthur L., 3 Sacramento Cambridge  
8 Nichols, Robt., Kenney st Canton  
9 Duncan, Jas. L., 111 High Charlestown  
700 Duncan, John, 47 Cambridge  
1 \*Ross, Mabel O., 47 Cambridge  
2 Hulke, Benj., 318 Princeton East Boston  
3 Davis, L. F. S., 113 Pearl st E. Somerville  
4 Perkins, John F., 5 Orchard Gloucester  
5 Steele, C. A., 28 Arch Haverhill  
6 Smith, Wm. T., 65 Auburn Lawrence  
7 Berry, Ernest, 9 Camden  
8 Berry, Jas. D., Jr., Lexington st  
9 Van Patten, C. H., 10 Cranbury sq  
710 Waitt, Chas. G., 74 Eastern av Malden  
1 Priest, W. E., 19 Norwood Marlboro  
2 Comee, Fred M., Woon. Rubber Co Millville  
3 Robbins, Chas. B., 666 County New Bedford  
4 Skilton, Matthew C., Newton Centre  
5 Crawford, Edw. S., box 108 Oakland  
6 Badger, Wm. H., box 754 Reading  
7 Calrow, T. R., 28 Judson Roxbury  
8 Williams, Frederick T., 6 Mill st Salem  
9 Wears, Chas. Henry, Jr., 497 Edway

South Boston  
720 Locke, Thos., box 2 Stockbridge  
1 Laing, Arthur, 24 Main st Watertown  
2 Leprie, Edw., 22 Wash. sq Worcester

## Over 123,000, MICHIGAN, 9-2052.

D. W.  
723 Beal, Frank E., 22 Brush st Detroit  
1 Seimner, Chas. G., 105 Elmwood av  
5 Scribner, R. A., Boulevard & Gratiot  
Unattached.  
6 Sine, Wm. Alpena  
7 Coleman, Washington, 1506 N. Sheridan st Bay City  
8 Ross, John Chas., care Standart Bros Detroit  
9 Barlicker, Chas. E., 305 W. Wilkins st Jackson  
730 Christy, H. A., Jackson st  
1 Tobey, F. H., Jackson st

## Over 123,000, NEW HAMPSHIRE, 1-1089.

Unattached.  
732 Inman, John M., 21 Perley st Concord

## Over 123,000, NEW JERSEY, 10-0713.

Sahodellia B. C.  
733 Smith, Rob. N., Park pl Morristown  
Unattached.  
4 Lewis, Sidney P. (P. O. 120 Liberty st. Bloomfield  
New York)  
5 Davis, Frank P., Jr. Cedar Brook  
6 Hadley, F. E., box 181 Chatham  
7 Mailbox, Chas. A., 49 N. 15th st E. Orange  
8 Ross, Geo., 228 Main st Hackensack  
9 Paustian, E. Hasbrouck Heights  
740 Rehn, Geo., 38 William st Newark  
1 Laue, Otto, Bloomfield av & Prospect st Passaic  
2 McVey, John H., 123 North av Plainfield

## Over 123,000, NEW YORK, 79-26,891.

Sutton W.  
713 Abrahams, Julius A., 277 Driggs av Brooklyn  
Nameless W.  
4 Olsen, Edw., 88 Meserole av  
5 Mulleken, R. O., 674 McDonough  
6 Saunders, Arthur, 117 Covent  
Buitalo Imperial C. C.  
7 Kunzie, W. J. J., 665 Eagle st Buffalo  
Mt. Vernon.  
8 Scott, John, 334 S. 5th av Mt. Vernon  
Prospect W.  
9 Nafis, Geo., Jr., 629 E. 146th New York  
Unattached.  
750 Cruikshank, Jas. A., 223A Monroe st Brooklyn  
1 Hook, H., 1237 Fulton st  
2 Ormond, Wm. C., 14 Herbert st  
3 Bogert, C. A., 84 Sterling pl  
4 Bates, Geo. E., 523 Decatur  
5 Center, E. J., 40 Court  
6 Davison, John C., 666 DeKalb av  
7 Glathe, Bernhard, 27A 2d st  
8 O'Brien, John H., 915 DeKalb av  
9 O'Donoghue, Wm., 154 52d  
760 Obermayer, Wm., 291 15th  
1 \*Obermayer, Mrs. C. J., 469 11th  
2 Pohlmeier, Wm., 2641 Atlantic av  
3 Tuck, Chas. E., 47 11th st  
4 Von Kleck, J. M., 351 Clifton pl  
5 Werner, Gustav H., 826 DeKalb av  
6 Woolhiser, Fred D., 40 Pacific  
7 Blachly, Harry N., 383 Macon st  
8 Dyer, Peter A., 270 Bridge st  
9 Moore, Walter, 630 Flatbush av  
770 Becker, Tracy C., 160 Highland av Buffalo  
1 Wright, Edward N., 587 Breckenridge  
2 Murphy, Thos., room 12, Marine B'k bldg  
3 Murray, Peter, 62 E. Genesee  
4 Wanda, Wm. A., 237 Main  
5 Wilson, Benton, 325 Main  
6 \*Wilson, Mollie D., 325 Main  
7 Wolff, John Samuel S., 10 City & County Hall  
8 Watts, Wm. H., 44 St. John's pl  
9 Cook, J. A., Clarendon Hotel, Surf av Coney Island  
780 Burr, Carl S., Jr. Commack  
1 Lewis, Jas. H., 22 N. Aurora Ithaca  
2 Wheeler, Fred G., box 2 Liberty Falls  
3 Kinzie, Floyd E., box 55 Mongaup Valley  
4 Weber, Jos. Jr., 14 S. 4th av Mt. Vernon  
5 Glick, Miss Lena, 103 Cannon av New York  
6 Kayser, Elias, 871 3d av  
7 Mahoney, Jas. D., 339 E. 45th st  
8 Richards, Jas. T., 6 Hanover st  
9 Brockwell, W. A., 347 W. 14th  
790 Baehr, Bernard, 82 E. 109th  
1 Deutsch, Ernest J., 113 E. 120th  
2 Earle, P. N., 1 West 82d  
3 \*Faurot, Miss A. J., 159 W. 83d  
4 Gottlieb, Bernhard, 23 E. 114th  
5 Gillespie, Samuel H., 8 Fletcher  
6 Heucken, Albert C., 22 W. 82d  
7 Hickey, Chas. A., 64 John st  
8 Merrick, Arthur T., 1001 Mail & Exchange bldg  
9 O'Neill, Rev. W. A., 110 E. 12th  
800 Schiel, Henry D., 67 W. 102d  
1 Schiffers, Albert, 181 B'dway  
2 Simons, Jas. Scott, 23 Rose  
3 Spear, Harmon, 38 Rose

4 Spencer, Edward E., 244 W. 75th  
 5 Spielmann, Conrad, 432 6th  
 6 Van Voorhis, Alfred C., 118 E. 123d  
 7 Wynkoop, J. Franklin, 605 Broadway  
 8 Orr, Wm. B., 434 Produce Exchange  
 9 Pfarrus, E., Produce Exchange  
 10 Riemschneider, W. 502 W. 152d st  
 11 Toomey, M. A., 469 W. 152d  
 12 White, W. H. Nyack  
 13 Gibbs, George L. Oneonta  
 14 Schlegel, Clarence E. Penfield  
 15 Babcock, Edw. W. Port Jervis  
 16 Madigan, G. P., Valley House  
 17 Lewis, D., 74 Exchange st Rochester  
 18 Behl, C. J., 878 N. St. Paul  
 19 Haskins, Elwin J., box 15 Rotterdam Junction  
 20 Bennet, J. Ed. Tri States  
 21 Mead, Hiram, box 112 White Plains

### Over 123,000, NORTHERN CALIFORNIA, 2-374.

Unattached.  
 22 Case, Chas. A. Cayucos  
 23 Jeremiasen C., 913 Geary st San Francisco

### Over 123,000, NORTH DAKOTA, 1-40.

Unattached.  
 24 Colby, Floyd, Barton

### Over 123,000, OHIO, 18-3099.

C. W. C.  
 25 Dreher, Frank J., 506 Kennard st Cleveland  
 26 Quill B. C.  
 27 Robison, Walter M., Plain Dealer  
 28 Lobdell C. C.  
 29 Jones, L. P., care Lobdell C. C. Marietta  
 30 Peters, W. C., box 63  
 31 Shiers, Clyde, Lancaster & Fort  
 32 Unattached.  
 33 Wiley, Calvin F., box 121 Carthage

1 Metzger, Chas. C., 380 Vine Chillicothe  
 2 True, Frank A., 478 Arch st  
 3 McCall, John, 1625 Freeman av Cincinnati  
 4 Meyer, Mitchell, 522 Hopkins st  
 5 Cole, Newcomb B., 481 Euclid av Cleveland  
 6 Hackman, Harry H., Jr., 1078 E. Madison st  
 7 McNaughten, R. T. Pleasantville  
 8 Tannahill, C. W.  
 9 Dilgart, W. H. Swanton  
 10 Kirk, Geo. E., care I. W. Paragon Toledo  
 11 Perry, J. A., 840 Euclid av  
 12 Coates, A. N. West Unity

### Over 123,000, PENNSYLVANIA, 38-24,746

McKeesport Cyclers  
 343 Haber, Edw., 5th & Market McKeesport  
 344 N. C. C. C.  
 4 Smith, Thos. J., 59 E. Wash. New Castle  
 5 Bedell, Brabury, 101 S. 22d Philadelphia  
 6 L. C. C.  
 7 Selberling Wm. Eastington  
 8 Bailey, Broomell N. E., 16th & Ellsworth Philadelphia  
 9 Donnelly, Dan, 1226 S. Broad,  
 10 Griffith, Phil, 904 Spruce  
 11 Jenkins, B. Frank, 201 S. 10th  
 12 Lochart, Wm. J., 1419 S. Md. st  
 13 Unattached.  
 14 Binder, John McCollum Ambler  
 15 Gillin, Robert H.  
 16 \*Glebe, Miss Martha E. Bethayres  
 17 \*Ziegler, Miss Laura E.  
 18 Davis, W. L., box 372 Blairsville  
 19 Livingston, C. F., box 161  
 20 Livingston, W. G., box 161  
 21 Mann, Elmer, Delaware Water Gap  
 22 Knight, John T. Moore  
 23 Forgan, David R., box 435 New Castle  
 24 Fullmer, Chas. 2468 Palethorp st Philadelphia  
 25 \*Fullmer, Chas. C. 2468 Palethorp st  
 26 Smith, T., 2440 Camac st

5 Jones, S. Clarence, 1801 N. 8th., Sta. O.  
 6 Johnston, Wm. H., 2304 Coral  
 7 Smith, J. L., 27 S. 6th  
 8 Verner, Semple, 244 S. 22d  
 9 Magee, Christopher, Jr., 414 Grant Pittsburg  
 10 Wenrich, Ezra S., 545 Penn. Reading  
 11 Cross, Samuel J., box 377 Rochester  
 12 Bird, W. Carleton, 201 E. Independence Shamokin  
 13 Bard, Herbert M. Smethport  
 14 Couch, Frank D. Turtle Creek  
 15 Bonsall, Rupert, Market st West Chester  
 16 Darlington, S. B., 511 N. New  
 17 Griffith, D. Clark, 119 W. Dean  
 18 Snare, Stephen G., box 1995  
 19 Temple, Frank W., 114 Price  
 20 Thompson, Sam, 79 Blackman Wilkes Barr.

### Over 123,000, RHODE ISLAND 8-1695.

R. I. W.  
 881 Barber, Sam'l K., 38 Federal st Providence  
 2 Kempf, Fred, care Belcher & Loomis  
 3 Unattached.  
 4 DeWolf, J. W., box 349 Bristol  
 5 Chapin, H. S., 335 Westminster Providence  
 6 Jenckes, Wendell L., 122 Bacon  
 7 Lockwood, Edward H., 95 Mathewson  
 8 Lindemann, Robert F., 109 Wesleyan av  
 9 White, S. E., 701 Prairie av

### Over 123,000, SOUTHERN CALIFORNIA, 1-406.

Unattached.  
 889 Thomson, Wilhill, 77 Columbia st Pasadena

### Over 123,000, WISCONSIN, 4-2600.

L. C. C. W.  
 890 Schaller, Frank, La Crosse  
 1 Unattached.  
 2 Anderson, Robert, 629 Wash. st Milwaukee  
 3 Brown, Robert, Y. M. C. A.  
 4 Wegner, Ernst, care E. Pattis Co.

## QUERIES AND ANSWERS

No. 125,969 asks:—"Is cycling allowed on the tow-path of the Erie Canal? Do the steamers plying between New York City and Albany carry bicycle as baggage free?" As correspondents have answered "Yes" and "No" to both of these questions, the real facts in the case are desired.

No. 175,106:—We hesitate to tell you "the best way to raffle off a bicycle so as to get enough money to buy a racing wheel," for you might then become a "professional" and we should lose you from the League membership. And, besides, we know little or nothing about raffles, anyway.

W. C. A.:—We do not desire films, but good, unmounted prints from same for reproduction in the L. A. W. BULLETIN. We have many photographs on hand. Do not send photographs you wished returned.

No. 139,287:—In Massachusetts the owner or keeper of a dog shall forfeit to any person injured by it double the amount of the damage sustained by him, to be recovered in an action of tort. You can kill a dog that attacks you in a public highway or you can tell a justice of the peace about it within forty-eight hours, and he will notify the owner to kill the dog or confine the dog, and if he does not do so he must pay ten dollars. After such notice has been

given the dog may be killed if found running at large, and its owner fined ten dollars. If the dog does mischief after his owner has been notified to keep him confined the latter must pay treble the damages sustained.

No. 45,339:—It is not uncommon for rubber tires to become cracked, but they often last a long time in that condition. If the case is aggravated, submit them to the maker, with the facts.

No. 113,308:—Consult advertising columns. We cannot specify names in the reading columns.

A. H. Harper, Box 1601, Philadelphia, wishes someone to suggest a good two weeks' wheeling trip through Canada.



It would seem that the proper drink for a wise man should be sage tea.

"I HATE to take advantage of your weakness but I've got to down you," said the boarder to his cup of tea.

"Hailstones large as hen's eggs!" are quite common, but we fear, Of hen's eggs large as hailstones we may never, never hear.

Extract from a novel:  
 "WILLIAM WAS DEVOURING HIS MORNING PAPER."

THE highest precipice is only a big bluff, after all.

# All Roads are Alike to a Monarch

MECHANICAL EXCELLENCE THE REASON WHY.



Ride a Wheel with a Reputation.

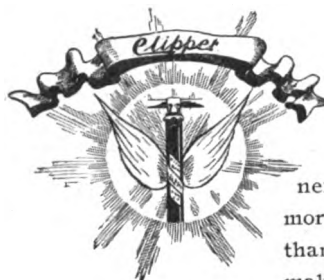
**\$100 MONARCH FOR \$60**

GET OUR CATALOGUE.

**MONARCH CYCLE MFG. CO.**

Lake, Halsted and Fulton Sts.,  
CHICAGO.

BRANCHES:  
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## The Clipper Specials

are the most expensive chain wheels offered for next season. They contain more genuine improvements than offered by any other maker in any one model.

## THE Clipper Light Roadster

and its running mates, the Models C and D, are of high grade construction, but reproductions of our last season's best Clippers. They lack some of the novel improvements found in our new Specials, and the equipment is not quite so expensive. A more durable or a better bicycle cannot be made at any price.

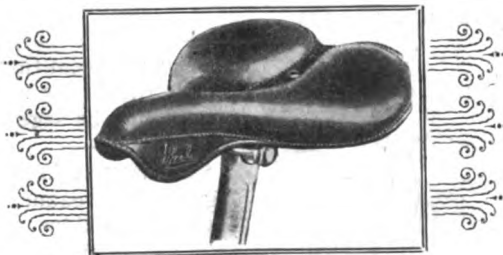
**THE CLIPPER PEOPLE,  
GRAND RAPIDS, MICH.**

M-69-'98.

## THE FITTEST THING...

in the saddle line  
for '98 is the

## WHEELER "EXTRA"



It is **fitted** to most of the high grade wheels, and always **FITS** the rider. It **FITTINGLY** fills the position as the finest example of saddle construction.

**The Wheeler Saddle Co.  
DETROIT, MICH.**



## The enviable record of the DAYTON BICYCLE

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

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

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

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