

**THE BICYCLING WORLD
& BULLETIN.**
DEVOTED TO THE INTERESTS OF CYCLING.

\$1.00 a Year.
5 cents a copy.

BOSTON, 21 FEBRUARY, 1890.

Volume XX.
Number 17.

**For our advertisement usually
occupying this space, see this
week's "Wheel and Cycling
Trade Review," published at
243 Broadway, New York.**

OVERMAN WHEEL CO.,

—MAKERS OF—

**VICTOR BICYCLES,
BOSTON.**

"You Can't Answer a Man's Argument by Pointing at the Holes in his Coat."

In buying goods, especially "interchangeable" goods, it is important to know that the manufacturer is established and likely to continue in that happy condition.

When you buy anything in the nature of machinery, it is pleasant to know that, should some portion of it fail, for any unforeseen reason, the party at fault, so far as is right and reasonable, will make good the defect. It is not only necessary that the manufacturer should be financially able to this, but that he should be philosophical and selfish enough to see the advisability of it. The annoyance incident to the selection of a bicycle by the average beginner may in time be done away with, and it will only be necessary to consult Bradstreet's to see which manufacturer is worth the most money. Such a system would save endless annoyance and be a boon to many. A highly-educated professional gentleman, in looking at the Hickory Bicycle recently, remarked that many things about it pleased him, but it would be much more desirable if it had ball bearings. We assured him that we made parallel bearings only because we preferred them. Whereupon he actually asked us to tell him the difference in construction between the two styles. How much easier it would have been for him, being a lawyer, to have looked up our rating and not come near us at all, for

"Oh! kind sirs, we are very poor," we have not tasted bread since last September. We do not feel the disgrace of poverty near so keenly as we do the inconvenience of it. It is no trifling matter to see our little ones gathered about our knee (when it happens to be warmer than the stove), and hear the piteous cries of hunger escape their pallid lips, shivering because the fire wood has all been made into wheels, in the hope that next winter we can have coal.

Last summer's tennis blazer answers for an undershirt, and we would be happy if other and more wealthy manufacturers would stop calling attention to our lack of responsibility. To be sure they have not called names, but we feel that they mean us, for it don't seem possible there can be others so hard up.

And yet we are hardly so "poor as he that hath not patience," for we have both patience and hope—yes, and even charity for those who don't seem to grasp the fact set forth in above headline. 'Twas Lincoln who said: "You may fool all of the people a part of the time, or a part of the people all the time, but you can't fool all the people all the time," and among the many good things said by the great Abraham, none contained more truth. A deaf man once said he could always tell which was getting the worst of an argument by noticing who got mad first. N. B. Compar-

tively few cycle buyers are ever deaf. A man who feels perfectly sure of his position can afford to be good natured.

The people care not for any man so much as what he can do for them. They have little interest in his prejudices and no sympathy with his egotism. It is the quality of the goods and the price asked for them after all, that settles the question. If we were rated "A. A. 1," would you buy hickory wheels with your eyes shut? If you did, we should probably take your money and consider you an ass. If we owned a private livery stable and kept a "nigger boarding house," would you then think our style of machine was the best without investigation? Not if you are the kind of a man we like to associate with, you wouldn't. We don't give any reasons why you should buy the Hickory Wheels, for we are not sure that you ought. Your physician can best advise you on that point. You may need violent exercise, and hence should handle some heavy metallic thing as, for instance, dumb bells. If you merely want to get from place to place, and don't especially need exercise, we would recommend—no we won't. Look it up for yourself. Our guarantee hasn't yet got whiskers on it, but our wheels never get so they look like a cypher that is trying to be a figure 8.

STERLING ELLIOTT, = Newton, Mass.

P. S. We are still swapping catalogues for good agents.

PREMIER BICYCLES.

EASTERN AGENCY:

Fairbanks, Sanborn & Cole,
145 COLUMBUS AVE., BOSTON.

Every Wheel Fully Guaranteed.

All Parts Interchangeable.

OUR FULL LINE.

THE FAMOUS CATFORD, -	\$135.00
FULL ROADSTER, -	135.00
SPECIAL LADIES' - -	135.00
THE POPULAR, all balls, -	105.00
THE KING OF ALL, - -	85.00
YOUTH'S PREMIER, - -	65.00
PREMIER TANDEM, -	200.00

Holmes' Thigh Stocking.



Price \$2.50.

Double heel and toe.

Send Stamp for Catalogue.



KNEE PANTS.

(Patented.)

810. Heavy Rib,

Improved double seat and pocket.

FULL PANTS.

(Patented.)

828.

Heavy Rib.

Improved

double seat,
strap & pocket.



No. 884. Heavy Rib.



3-3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, \$1.50.

3-1. Black, navy, grey mixed, stocking, \$1.25.

1-1. Black, navy, grey mixed, stocking, \$1.00.

Athletic and Gymnasium Garments Manufactured by

HOLMES & CO., 109 Kingston St., Boston.

SEND IN YOUR NAMES EARLY AND AVOID THE RUSH.

Our 1890 Catalog will be out early in February, and will contain the most complete list of sundries ever advertised; all prices at or below Eastern Figures; also a complete line of the latest makes of high grade machines. Parts for repair of all known makes of wheel always in stock. Don't forget to write.

ST. LOUIS WHEEL CO., 311 N. 14th St., - - ST. LOUIS, MO.

SPECIAL.

All Advertisements in this Department 20 cents a line.
Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*

**New L. A. W. Lapel Buttons.**

Made of rolled Silver Plate, oxydized. Very neat, and serviceable.

N. H. GIBBS,
PROVIDENCE, R. I.

Box 632.

**L. A. W. BADGES,**

The official design in solid gold. Prices, \$2.50, \$3.50, \$5.00 and upward. Patented. Send for free Catalogue and address orders to

C. H. LAMSON,

177 Middle St., Portland, Me.

If you want to buy, sell or exchange your wheel for books, stationery, type writers, organs, buggy, cigars, etc., write to **JOHN G. ZOOK, LITITZ, PA.** He has the best second-hand list in the U. S. A \$250 Humber Tandem, used 50 miles, at any reasonable offer, and a score of other bargains. Don't buy before you write to him. Kodak Camera wanted.

WANTED—An At Bicycle Machinist. To satisfactory party, liberal wages and steady work will be given. **NEW YORK BICYCLE CO.,** Nos. 4 and 6 East 60th St., New York City.

FOR THE HOLIDAYS—Thirty-two styles writing Desks and Book Cases. Boy's Favorite and other bicycles. Tricycles for any cripple. Road Carts, \$14.00, \$15.00, and \$16.00. Cutters, Home Trainers, etc. Send for circulars. **M. A. WOODBURY,** Bradford, Pa.

SECOND-HAND MACHINES—Many like new. Prices very reasonable. Old mounts taken in part payment for new. Cycling accessories. Spalding's general sporting goods. Send for list of 100 bargains. **NEW YORK BICYCLE CO.,** Nos. 4 and 6 East 60th st., New York City.

LAMSON'S LUGGAGE CARRIER, for Ordinary or Safety Bicycle. Convenient, durable, noiseless, cheap. 75c. and \$1.00. Sold by all dealers, or mailed by the manufacturer, **C. H. LAMSON,** Portland, Me.

RAFFLE—52-inch New Mail; in good condition. Tickets \$1; in clubs of six, \$5. Drawing will be held March 10th. References can be furnished as to reliability if necessary. **W. S. ESTABROOK,** Fullerton, Neb., Box 44.

FOR SALE—1889 Premier Tandem Safety; or will exchange for Safety and cash. Send particulars if in trade. **CAMPBELL & CO.,** 33 Page st., Providence, R. I.

WANTED—Old gold and silver, full value paid. Packages received by mail or express remitted for same day. **PATTON & CO.,** Manufacturing Jewelers, 59 Main St., North Adams, Mass.

FOR \$1.00—A 54-inch American Champion, ball bearings all around; good as new; 90 chances; \$1.00 each. **BOECKING & HEVERLY,** Tyrone, Pa.

A. O. VERY,

New England Agent for the

Warwick "Perfection," "Union"

—AND—

"Giant" Cycles.

—ALSO—

The Standard Sewing Machine

173 Tremont Street, Boston.

AGENTS WANTED,

FOR SALE OR EXCHANGE

In this Department, 25 cents a line. Cash must accompany the order.

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*

WANTED—A Western wheelman, well-known throughout the West, wishes a position as salesman or advertising man for a bicycle firm, where hustling is needed. Can furnish good recommendations from prominent Western wheelmen as to capability. Address "SALESMAN," care Bicycling World, Boston, Mass.

FOR SALE—52-inch New Mail, '89 pattern; latest improvements; balls all over; as perfect as new; not run 60 miles; nicked King of the Road Hub Lamp, Luggage Carrier and Whistle. Cost \$145.00. Will sell for \$100.00. **L. G. SLOOT,** Purdy Station, Westchester Co., New York.

COLUMBIA TANDEM BICYCLE—King of R. Lamp; bell; luggage carrier and tools. A BARGAIN for any one wanting tandem. Address **JOS. ROYAL,** 1722 North 10th st., Philadelphia, Pa.

\$90—Crescent Safety, good as new; a bargain for \$95. **C. W. POWELL,** Polo, Ill.

SPECIAL STAR, 51-inch, in fine order, for sale; or will exchange for 30x24, and pay cash. **E. T. CORNELL,** Bank of America, 46 Wall St., New York.

WANT 51-inch Columbia Light, or a 52 wheel. **W. M. ROBERTS,** Richmond Hill, L. I.

FOR SALE—1889 Victor Safety, in first-class condition. **H. W. ROBINSON,** 89 State St., Boston, Mass.

FOR SALE—For \$95, a Victor Safety of the 1889 pattern, in good condition; has been run only about 1000 miles. Write to **CHAS. M. BLODGETT,** 1 Claremont Park, Boston, Mass.

FOR SALE—A New Mail Safety, in good condition, with cyclometer. **E. H. NORRIS,** 18 Mason st., Cambridge, Mass.

NEW AND SECOND-HAND**Bicycles and Tricycles.**

Get our prices on second-hand wheels before purchasing.

REPAIRING

of all descriptions at reasonable prices.

SIDWELL & SABEN

182 Columbus Avenue,

BOSTON, - - - MASS.

FOUND

What you have been looking for since you have been riding a wheel is what you will say when you get a bottle of Wilson's Wonderful Nickel and Enamel Restorer. It will polish Nickel and Enamel, also prevent Nickel and steel from rusting. There is no grease to rub off, and it will positively keep your wheel from rusting. Sent by mail on receipt of 50 cents in stamps. Liberal discount to the trade.

JOHN W. WILSON, Cottage City, Mass.



This oiler resembles our "C & D" Pocket Oiler, although on a smaller scale. It consists of a tube for holding the oil, fitted at the top with our patent tip which can be unscrewed to refill the oiler.

This tip throws only a small quantity at a time, and prevents all spilling and waste of oil. As the ordinary oil can throw from 20 drops and upwards at each stroke, the immense superiority of our oiler as to neatness, cleanliness and economy, will be at once apparent.

The shape and nickel finish make it the handsomest, neatest, and most convenient oiler in use.

Price, 50 Cents each.

CUSHMAN & DENISON,
172 9th Avenue, New York.

L. M. ALEXANDER,

For the past Three years with Hill & Tollman, will remain at the old stand,

195 Front St., Worcester, Mass.

and handle a full line of

AMERICAN, NEW MAIL, PSYCHO AND SINGER WHEELS.

—ALSO—

LITTLE GIANTS, BOSTONS AND TREMONTS.

CYCLE REPAIRING OF ALL KINDS
PROMPTLY ATTENDED TO.

"To God's Own Country."
WANTED.

A good, steady boy, from 14 to 19 years of age, who has worked from 1 to 3 years at Bicycle Repairing. A good home for a good boy.

Address immediately, stating age, experience, and send recommendations from last or present employer, also state salary wanted.

FRED T. MERRILL,

CYCLE CASTLE, 49 MORRISON ST.,
PORTLAND, OREGON.

For all kinds of

Bicycle Repairing,
Nickel Plating,
Enamelling, etc.,

Send your Wheel to

HARRIS & HABERER,

15 West Chippewa Street. BUFFALO, N. Y.

UNABRIDGED!!

Catalogue of Bicycle Sundries ready for mailing in a few days.

Send a *Postal Card* for a copy to

HOWARD A. SMITH & CO.,

NEWARK, - - - N. J.

The Judge

Who tries a thing, whether it be Toe Clips or pie, is best qualified to give his opinion.

MORAL:—Try a pair of



BANKIN PAT. TOE CLIP.

to judge for yourself, and learn the correct ankle motion, which every rider should know.

AGENTS WANTED in every city or town in the United States. Write for terms, etc. Mention this paper, please.

RANKIN & BRUCE, } Sole owners
& Man'furers.

Box 103, PROVIDENCE, R. I.

Mail orders, (postage paid), will receive prompt attention. Per Pair, 50 cents.

SINGER CYCLES.

OVER 65,000 IN USE.

FEBRUARY, 1890

In the pages of our catalogue for this season, we submit to your notice an assortment of Singer cycles, from which the selection of a suitable machine may be accomplished without difficulty.

Our various patterns have been fully tested by many thousands of riders of our cycles, and the general principles of our 1889 patterns have been found to be almost incapable of improvement. We have, therefore, confined our attention chiefly to the revision and perfecting of details, and to reduction in weight; and, although this has entailed considerable cost, we have been able to somewhat reduce the prices of last year.

WITH REFERENCE TO QUALITY, WE RELY UPON THE INTRINSIC MERIT OF OUR CYCLES, AND THE RECOMMENDATION OF THOSE USING THEM, FOR A CONTINUANCE OF OUR INCREASING TRADE.

Our workmen are continuously employed, winter and summer, and thoroughly understand the class of work we require. NO SECOND-RATE MACHINES ARE MADE; all the parts of our cycles [except saddles] are made in our works, special machinery is extensively used, and by these means we are able to produce cycles of the best possible quality, at moderate prices. WE CARRY IN STOCK AT THIS DEPOT, A FULL LINE OF PARTS OF ALL OUR MACHINES.

SINGER & CO., Manufacturers and Importers,

6 and 8 Berkeley St.,

BOSTON, MASS.

—1890—

NEW MAIL.

OFFERED

HAVE YOU SEEN IT?

AS THE

**BEST AND
HANDSOMEST
SAFETY
YET
PRODUCED.**

SEE IT AND GET CATALOGUE SURE.



ADDRESS

WILLIAM READ & SONS,

107 Washington St., Boston.



Published Every Friday

— BY —

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and Folio number.

Messrs. NEUMANN BROS., of 118 W. 19th Street, New York, represent the WORLD AND BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the Bicycling World Co.

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

THE management of this paper refuse to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 21 FEBRUARY, 1890.



JAMES R. DUNN.

THROUGH the courtesy of the *Boston Globe* we are enabled to present to our readers an excellent likeness of James R. Dunn, President-elect of the L. A. W. Mr. Dunn's antecedents are well known

to the readers of the WORLD, though his features may not be. The WORLD bespeaks for the new President and his associates, Messrs. William H. Emery and George R. Bidwell, the hearty support of every well wisher for the welfare of the League.

IT is all League this week. We present an exhaustive and complete report of the meeting, and we believe it is exact as can be, where a verbatim report of the discussions is not printed. To thoroughly digest and comment on same will take some days, and we therefore reserve our editorial comments until next week.

No one can plead ignorance of the work done and projected by the League after having this report placed before him.

CORRESPONDENTS must give way this week to the majesty of the L. A. W. If we had known that we were to be overwhelmed with such a volume of matter we should have notified our correspondents to hold off this week.

NEW YORK STATE DIVISION MEETING.

THE annual meeting of the New York State Officers' Meeting was held at the Grand Union Hotel, New York City, Feb. 14. The meeting was called to order by Chief Consul Bull at 3 P. M. Present in person, Chief Consul Bull, Messrs. Woods, Cossum, Miller, McBean, Beck, Prial, Sheehan, Betts, Nesbett, DeGraaf, Johnson, Jenkins, Heyducker, Chapin, Alden and 12 by proxies. Also present, Shriver and Potter, by reason of their chairmanship of Standing Committees, and also Mr. Geo. R. Bidwell, by courtesy.

The reading of the minutes of the previous meeting were dispensed with. Chief Consul called Mr. Woods to the chair, and presented an exhaustive report, which will be printed in full. The report of the Secretary-Treasurer showed a balance.

Mr. Jenkins, on behalf of the Rights and Privileges Committee, reported a number of cases had been taken care of by the Division, notably, one in Poughkeepsie, wherein \$500 damages had been paid to a cyclist on the verdict by a jury. The case was of a cyclist who was run down by a driver. The facts have been reported in full in these columns at the time of suit.

Mr. Shriver, on the Rules and Regulations Committee, offered several amendments, the details of which will appear in full in our Official Columns.

The report of Mr. Potter, Chairman of the Highways Improvement Committee, made a strong recommendation that the New York Division send to the National Assembly, a resolution requesting them to allow the State Committee to continue their work looking towards local legislation, without interference at the hands of the National Committee.

A warm discussion then arose on the question of auditing the vouchers of Chief Consul Bull and Dr. Blackham, as presented by them, and it was finally voted by a vote of 28 to one, that the accounts were regular and should be paid. Mr. Cossum, who was active in opposition to the auditing of these accounts, after hearing the facts as discussed, withdrew his opposition and voted for the auditing and paying of the vouchers in dispute.

A discussion then took place over a certain article which lately appeared in a cycling publication, reflecting on the integrity of Chief Consul Bull, and again, by a vote of 28 to one, was Chief Consul Bull endorsed and insinuations and charges in same condemned.

A vote was then passed that the New York State Division donate \$50 to the New York State Roads Improvement Association, as a substantial evidence of the Division's support and good will.

The meeting then adjourned. The full Official Report will appear in our Official Column.

WE are just in receipt from ex-President Luscomb of copies of letters which passed between himself and the Ohio officials. We lift forms to state that the letters will appear next week.

CORRECTION.—A gentleman from Albany writes us: "In your issue of the 14th inst., copying from the Albany *Argus*, you state that the Albany Wheelmen formally opened their new quarters, etc., in which you were in error, it being the Albany Bicycle Club, as stated in the *Argus*, who opened their quarters, without any indebtedness and with a handsome surplus. Oblige the club by noting error in next issue."

MEETING OF THE NATIONAL ASSEMBLY L. A. W.,

—AT—

Grand Union Hotel, New York,

February 17, 1890,

ON Saturday afternoon last, one familiar with the cycling celebrities from the different parts of the country, would have noticed that many of these representative men had already put in an appearance, and by Sunday noon the corridors of the Grand Union and Murray Hill Hotels seemed to contain nearly all the great and mighty ones in wheeling circles. Among the more prominent wheelmen, we noticed the familiar and rotund form of Secretary Bassett; the happy-smiling and high-strung George Atwater; Brewster, the unique and quaint; Vice President Lawton, looking as if he was not in it this year. Among the editors present, first and foremost of course, Editor Prial was conspicuous. His expression was not one of untold happiness, and his look was a far-away one, as though he were trying to fathom the future and decide which way the political flip-flap should be taken. Joe Goodman was anxiously questioned as to the identity of "Tip," but kept the secret to himself. Mr. Miles, of the *Referee*, showed up, after an awful trip from the West, in which he had to spend his nights in a sitting-up position, as the sleeping cars were full, and he assured us also that he had not had much time to eat since he started from Chicago. Mr. MacOwen, of the *Athlete*, came in late on Monday, with his bright, breezy manner full of anticipation and hope in the future of his venture.

Mr. Dunn, of course, was there, and his room and that of the Ohio Division in the Murray Hill Hotel, were made the headquarters of Mr. Dunn's friends. Ex-President Kirkpatrick was there in all his power and glory, and a cooler or more level-headed manager or debater could not be found in the ranks of Mr. Dunn's friends. It is unnecessary to say that Mr. Potter was on hand, with a twinkle in his eye, which boded no good for those who had seen fit to make his life interesting in League politics during the past four months. Mr. Jenkins, with a very bad cold and a temporary bass voice, was active everywhere in the interests of Mr. Dunn and the New York State Division, and when we say that Jenkins was active, it means a good deal. Dr. Butler, of Buffalo, whose report, by the way, of the Roads Improvement Committee was one of the ablest that we have ever listened to, was on hand, and it was difficult to meet the Doctor without his satchel full of letters, and a bundle of letter-books under his arm. This amunition was to be discharged at the devoted head of Mr. Potter, when the proper time came. Mr. Perkins, of Massachusetts, was on deck Sunday morning, and he devoted the day to busily preparing defence on behalf of the action of the National Body, as affecting State legislation. It always does one's heart good to run across Mott. If there ever was a man on whom good fellowship was written all over him, from the top of his head to the toe of his boot, that man's name is Albert Mott. He is a man who is always cool and pleasantly firm. To know Mott is to like him. The Maryland delegation contained also the veteran, Samuel T. Clark, and his partner, E. F. LeCato, good fellows, every one of them.

There was an oppression in the air when Mr. Prial and Mr. Miles met face to face, but we are glad to state that death did not ensue. In fact, before we left, we saw the two blood-thirsty scribes hobnobbing in the pleasantest kind of a manner. Fred Jenkins was there, the old timer, and former editor of the *Wheel*, and a man once prominent in League politics. Fred was as much interested in the debate as though he were still active in League politics. Chief Consul Bull was there, of course, looking very lively for a "political corpse," as our friend "Tip" would have expressed it. In fact, the funeral prophesied by the now notorious "Tip," did not take place, as least we did not hear of it, and we have every reason to believe that Chief Consul Bull did not, either. With a laurel of vindication set jauntily on his head, Chief Consul Bull was one of the most prominent actors in the discussion which took place in and out of the meeting. Pennsylvania was represented in the persons of Chief Consul Boyle, Van Nort, Crowther and others. Post, the energetic and happy Chief Consul of Connecticut, was

with his Division, and a very solid Division it was. Massachusetts was there in full force. We could write pages of incidents, some of them amusing, which occurred during this meeting, but we have not space. The delegates evidently meant business, and they stuck closely until the last gun was fired. The meeting, we are sorry to say, was not devoid of certain personalities which we wished had not existed, but it must be remembered, in justice to the gentlemen who fervidly championed their views, that there was cause for excitement, and that words could not always be chosen with that care which sometimes we would have liked to see. We pen below the report of the proceedings, with such running comment of the proceedings attending them, which at the time we took down.

REPORT OF THE MEETING.

The annual meeting of the National Assembly was held at the Grand Union Hotel, on Monday, Feb. 17th. President Charles H. Luscomb in the chair, called the meeting to order at 11.30.

Names of members present and number of votes cast: Charles H. Luscomb, 1; James R. Dunn, 1; Sanford Lawton, 1; Abbot Bassett, 2; Charles S. Butler, 1; D. J. Post, 1; L. A. Miller, 1; T. W. Gillette, 1; Joseph Goodman, 1; George S. Atwater, 3; William A. Davis, 4; Albert Mott, 1; George F. Updegraff, 1; E. F. LeCato, 4; Samuel T. Clark, 3; Wm. H. Emery, 4; A. W. Robinson, 1; J. S. Dean, 1; George A. Perkins, 1; B. A. Barber, 1; E. B. Pillsbury, 1; I. E. Moulthrop, 1; J. B. Seward, 1; C. S. Howard, 1; Junius E. Beal, 4; W. M. Brewster, 4; Dr. G. Carleton Brown, 3; Dr. H. A. Benedict, 1; George C. Pennell, 1; W. S. Bull, 2; W. S. Jenkins, 1; George S. Bidwell, 2; C. W. Wood, 1; I. B. Potter, 1; E. J. Shriver, 1; F. P. Prial, 1; H. E. Raymond, 1; M. A. High, 2; T. J. Kirkpatrick, 4; A. E. Mergenthaler, 1; George Collister, 3; Frank C. Meyer, 3; Samuel A. Boyle, 2; D. K. Trimmer, 1; Henry Crowther, 2; Kirk Brown, 2; W. N. Seibert, 1; T. J. Lee, 1; J. J. Van Nort, 1; C. S. Davol, 3; G. L. Cooke, 4; James L. Spiers, 3.

ANNUAL REPORT OF THE PRESIDENT FOR 1889-90.

President Luscomb then requested First Vice President Dunn to occupy the chair while he read his report, which we print below in full:

IN accordance with the provisions of Article 1, Section 1, of the By-Laws, the President here submits his annual report as follows:

This has been a year of action. Immediately after the election in February, 1889, consideration of the matter of road improvement was taken up by the President, in connection with the national Committee on Improvement of Highways, and the best methods of procedure, maturely discussed.

From the fact that the legislative season was so far advanced, progress in the direction of preparing bills for presentation was impracticable, and it was found to be entirely inexpedient to advance upon this line until the Legislatures of the several States should again convene.

In the meantime, the national committee prepared and published the Improvement of Highways pamphlet.

This was widely circulated and became a powerful factor in the line of educational progress.

Upon this subject the report of the committee will be found so complete that further reference to it in this report is unnecessary.

The first matter of importance arose upon the complaint of the Chief Consul of Massachusetts, relative to the uniform contract with Browning, King & Co., made by the committee heretofore appointed by the League.

After careful consideration and inquiry, the situation was met May 29th, 1889, by arranging that Browning, King & Co. should supply the L. A. W. cloth to any tailor sending the names and League numbers of members desiring suits made elsewhere.

This action and the action of the Executive Committee upon the complaint, was taken as far as possible in the line of the verbal contract previously made by the Uniform Committee, hitherto, appointed, with the L. A. W. tailors.

It was shortly thereafter so arranged that any Division might purchase the cloth through the L. A. W. Secretary, at mill prices.

The proposition to allow Divisions to appoint Division tailors was not favorably entertained, because under these circumstances no guarantee could be furnished the mills manufacturing the particular kind of cloth, that the product turned out would be taken up. This guarantee the mills required and Browning, King & Co. had given, carrying all surplus stock themselves.

The next matter presented was relative to the appointment by Divisions of certain wheeling publications as Division organs.

The objection was made by the publishers of the BICYCLING WORLD AND L. A. W. BULLETIN, with whom the national Execu-

tive Committee of a previous year had made a contract, and it was made against the designation of the *Wheel*, as the official organ of the New York Division. After much discussion the question was finally adjusted upon the basis of the exclusive rights of the national League organ.

Both the Division uniform and organ questions were submitted by the President to the Chief Consuls present at the tenth annual meet of the L. A. W. at Hagerstown, and by them considered at some length.

Early in April the President commenced preparations for the annual meet, and after correspondence with the Chief Consuls of several Divisions, the invitation of the Maryland Division was accepted, and a most successful gathering of the League held at Hagerstown July 3d, 4th and 5th.

Notwithstanding the impropitious weather, the meet was thoroughly enjoyable, all the plans contemplated were faithfully carried out, and the visitors departed deeply impressed with the hearty hospitality of our Maryland brethren.

Such meetings as this establish and promote fraternal relations among members of our organization, and are most pleasant recollections of mile stones in the journey of wheeling life.

The annual race meeting of the League held during the meet was a success in spite of most adverse indications.

In May, the transportation interest of wheelmen became seriously threatened by the action of the railroad companies in establishing a charge for wheels of twenty-five cents for all distances under one hundred miles, upon roads where they previously had been carried free. This matter was at once taken in hand, and by the immediate action of the Transportation Committee and Mr. Bidwell and Mr. Sheehan, with such additional assistance as they were able to command, the obnoxious rule was abrogated.

During the month, the resignation of the Chief Consul of Pennsylvania was received, and Mr. John J. Van Nort was appointed in his place.

Early in the month of October, the President, in conference with the national Improvement of Highways Committee, began the League movement to secure better roads by legislative action.

After correspondence with the members of the Executive, Rights and Privileges and Highway Improvement Committees, a conference was finally arranged in New York for December 7th, the only date at which almost every member could be present.

About November 6th the members of the Rights and Privileges Committee were requested by the President to prepare, each, three bills, for nine certain States designated, that the conference when it met might be prepared to take definite action upon matter already prepared. At about the same time the Chief Consuls of several Divisions, where legislation was considered feasible, were also asked to prepare and forward bills consistent with the existing road laws of their several States.

The returns were painfully meagre.

The Chairman of the Rights and Privileges Committee was prevented by his business engagements from preparing any bills or attending the meeting.

The third member of the committee had a bill of his own which he stated was incomplete, and when urged to action in the League interest became first vague and indefinite, and finally insubordinate and personally abusive.

The conditions indicated that the time would pass and New York be without a bill, and in this state of uncertainty, the member refusing to resign and allow another to do that which for some personal reason he would not do, the President removed him from office, because he did not propose that the forward movement of the great scheme of highway improvement should be checked or interfered with by any individual, as long as it was within the power of the Executive to direct the advance.

The correspondence in this matter the removed committeeman has distributed generously among the newspapers and publications, and it is presumed that the facts appearing therein are sufficiently set forth in the letters, and have been read by the members and are sufficiently understood.

No Chief Consul presented a bill for his State.

Consequently, when the conference met in New York, December 7th, they were without data, save such as the members of the conference brought with them, except that the New Jersey law passed last year, the Tryon bill which failed in Ohio, and the Road Superintendent bill which failed in Massachusetts, had been sent us for information.

The President cannot too strongly express his gratification at the good work accomplished by the conference, and is glad of this opportunity of reporting to the League at large the faithful and able efforts of the members of the Highway Improvement Committee, Dr. Butler, Dr. Share and Mr. Beal, and of Mr. Perkins and Mr. Cossum (appointed in place of Potter removed) of the Committee on Rights and Privileges.

This conference decided to memorialize the Governors of the several States, and to attempt legislation in New York, New Jersey, Massachusetts, Maryland, Ohio and Virginia, and Messrs. Perkins and Cossum at once commenced the preparation of a bill for New York. This bill, which is a most admirable arrangement of road laws for the securing of proper highways, has been introduced, and is now pending in the State Legislature.

Messrs. Perkins and Cossum have also gone personally into the States of Massachusetts, Pennsylvania, Maryland, Virginia, Ohio and Illinois, and have endeavored to advance the cause by personal interviews with members of the Legislatures and with influential citizens.

It is discouraging and unjust to the League and the prosecution of its aims and objects. It is unworthy the cause, and is a matter that behooves the National Assembly to well consider and determine whether, when its Constitution declares certain national committees for specified purposes, this is a mere ornamental creation, and whether the committees so selected are charged within their scope with general consideration of the object of the League wherever it exists, or may only be heard and permitted to act when a Chief Consul happens to be complaisant.

If this latter be the accepted judgment, the reason for a national League is gone, and each State may be supreme within its own borders. Upon this basis the large Divisions may succeed, but the national unity is gone, and the smaller Divisions and States must be carelessly abandoned to their fate.

The President deems it necessary to present this condition of affairs as it stands, and without any attempt at explanation or extenuation, that the League may not proceed upon the matter of road improvement with any undisclosed pitfalls which the present administration has been able to locate, and to the end that it may have full knowledge of past experience for its guidance in the future.

During the month of January, a meeting of the Racing Board was held in Chicago, at which all members of the committee were present, and action of unusual importance taken. The work of this Board will be presented in their report for your action.

The effect of the "racing expenses" rule upon our relations with the Amateur Athletic Union is a matter to which the National Assembly should give its closest attention and best judgment, as it may concern our friendly status with that large and influential sister organization.

During the year changes have been made in the national committees as follows:

Mr. Mealey, of Maryland, Chairman of Membership Committee, vice Jessup, resigned.

Mr. Pennell, of New Jersey, member of Membership Committee, vice Mealey, appointed Chairman.

Mr. Cossum, of New York, member Rights and Privileges Committee, vice Potter, removed.

Mr. Bridgman, of Illinois, member of Racing Board, vice Smyth, resigned.

Chief Consuls have been appointed as follows:

Mr. Hartwell in Colorado, Mr. Merrihew in Delaware, Mr. Hearsey in Indiana, Mr. Clarke in Nebraska, Mr. McMaster in New Hampshire, Mr. Moore in Wisconsin, Mr. Arbuckle in Texas, Mr. White in Virginia, Mr. Irwin in West Virginia.

In two cases, Louisiana and Wisconsin, a request has been made that the President appoint Vice Consuls, for Divisions which were subdivisions with less than one hundred members at the time provided in the Constitution and By-Laws for the annual election.

In both cases the President has made appointments, subject to confirmation by the National Assembly, for the reason that the officers so appointed become by such appointment members of this body.

The attention of this assembly is also called to another matter which seems to warrant some consideration, namely the status of ex-Presidents in the national body.

By the present laws, a retiring President if not a Chief Consul or a delegate elected, may cease to be a member of the Assembly before its meeting has concluded, by the election of his successor, and so deprived of a vote in their deliberations.

From his knowledge of past Presidents of the L. A. W., the undersigned believes that the League would benefit materially from their experience, and would recommend a measure whereby their services could be secured by continuing them permanently as members of the National Assembly after the expiration of their term of office.

CHARLES H. LUSCOMB,

President of the League of American Wheelmen.

New York, February 17, 1889.

The report was received, and laid upon the table for acceptance or rejection at a later time in the meeting. In the afternoon session the report was rejected by a vote of 69 to 18.

REPORT OF THE TREASURER.

Treasurer Brewster then presented his report, which was read by Secretary Bassett, and was as follows:

Following is report of the transactions of the Treasurer's office since the date of my last report, viz.:

Balance on hand Feb. 18th, 1889,	\$336.00
Received from the Secretary,	3,000.00
Received from the Minnesota Division,	28.75
Received from the Maryland Division,	100.00
Received from the Keystone Club, Pittsburg,	25.00
Received from the Bicycling World,	300.00
Received from miscellaneous	7.50
	\$3,797.25
I have paid out on bills duly approved by the Executive Committee, as per detailed statement herewith,	\$1,909.84
Balance on hand,	\$1,887.31
Very respectfully submitted,	W. M. BREWSTER,
St. Louis, Feb. 15th, 1890.	Treasurer.

This also was reserved for future action at a later time in the meeting, and in the afternoon session was accepted. Secretary Bassett then read his report, which was listened to with great interest, and which we print in full below.

SECRETARY'S REPORT.

THE swiftly-speeding whirligig of time has once more brought us face to face with a "never-did-so-well-before," and we will hardly hesitate to smile the sweet smile of satisfaction while we cordially greet the record of a membership aggregating 12,500, accompanied as it is with the prospect of a much larger number when the books shall be closed at the end of the year. In a multitude of wheelmen there is wisdom, and we may therefore congratulate ourselves that we were never so wise before, nor so well fitted to offer the inducements of membership to the few solitary wheelmen who continue to flock alone in spite of the fact that they can in this way gather no moss. One year ago we had 12,100 members and the total of the year was 12,193. We give below a table of membership:

MEMBERSHIP, FEBRUARY 14, 1890.

California	441	Vermont	37
Colorado	51	Virginia	85
Connecticut	742	West Virginia	64
Delaware	55	Wisconsin	109
District of Columbia	188	Alabama	13
Illinois	916	Arizona	10
Indiana	143	Arkansas	5
Iowa	142	Dakota	10
Kansas	136	Florida	20
Kentucky	108	Georgia	9
Louisiana	103	Idaho	1
Maine	160	Mississippi	12
Maryland	533	Montana	6
Massachusetts	1644	Nevada	19
Michigan	839	New Mexico	8
Minnesota	132	North Carolina	3
Missouri	347	Oregon	1
Nebraska	100	South Carolina	5
New Hampshire	71	Utah	12
New Jersey	627	Washington	4
New York	2154	Wyoming	3
Ohio	858	Bermuda	1
Pennsylvania	1460	Canada	13
Rhode Island	350	England	4
Tennessee	101	Nova Scotia	5
Texas	40		
			12,500

The first ten divisions in point of numerical strength rank as shown below. Missouri has since last year taken leave and Michigan now enters the ranks and takes ninth place.

1887.	1888.	1889.
New York, 2317	New York, 2467	New York, 2154
Pennsylvania, 1730	Pennsylvania, 1476	Massachusetts, 1644
Massachusetts, 1328	Massachusetts, 1236	Pennsylvania, 1460
Ohio, 940	Ohio, 946	Illinois, 916
New Jersey, 865	Illinois, 756	Ohio, 858
Connecticut, 642	New Jersey, 742	Connecticut, 742
Illinois, 635	Connecticut, 471	New Jersey, 627
Missouri, 368	Maryland, 465	Maryland, 533
California, 344	California, 401	Michigan, 439
Maryland, 289	Missouri, 361	California, 441

The ladies lend us their sweet influences, grace our organization and swell our numbers by 171. Massachusetts leads this list with thirty-five and New York stands second with twenty-four.

LADY MEMBERS.

California	3	Missouri	7
Connecticut	3	New Jersey	17
District of Columbia	9	New York	24
Illinois	8	Ohio	7
Iowa	3	Pennsylvania	16
Kansas	1	Rhode Island	16
Louisiana	2	Wisconsin	3
Maine	1	Florida	1
Maryland	3	Georgia	1
Massachusetts	35		
Michigan	10	Total	171
Minnesota	1		

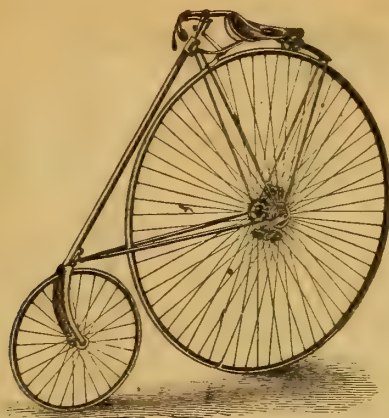
Our income from memberships has been \$16,701; that of the entire year preceding this was \$14,610.50. Excess in favor of our yet incomplete year, \$2090.50. Of the sum collected \$10,342.50 has been distributed to thirty State Divisions; and \$6358.50 has been retained by the National organization. The ticket holders have paid a profit of \$90 and we have on hand a stock of these valued at \$40. Have received for duplicate tickets, \$4.50. Total income to date, counting \$300 due from the BICYCLING WORLD Co., March 1st, \$17,095.50. Instituting a comparison, let me call your attention to the fact that the Cyclist's Touring Club, of England, an international organization having members in all parts of the world, enrolled last year 21,365 members, or 8865 more than did the L. A. W., and yet the income from this very large membership was less by \$2249.85 than that which we have enjoyed to date in the present year.

An important work of the year in the Secretary's office has been that of renumbering the membership list. This has been done at no little expense of time and energy, but the results are most satisfactory. Previous Secretaries have not numbered members in regular sequence nor with any system but have gone back from time to time to pick up numbers left unemployed by reason of the departure of those to whom they were originally assigned.

The result of this has been that the numbers now held carry no meaning with them, nor do they indicate in any certain way the length of time a person has been a member. Many numbers less than one hundred were given out after the League had seen three years of life, while many of those who joined the League at Newport hold numbers much larger. The grand total means nothing for we now score as a total 26,224, which is about 10,000 less than the number of members that have been enrolled.

I have shaken the members up as in a dice box, tagged each name with the date of entrance, and arranged them in regular sequence by date. At the time of organization, 1880, the League founders adopted a scheme of numbering which was long since abandoned, but I have put it in practice again. It was voted to reserve the first hundred numbers for the officers of the League, and to begin the enumeration with 101. Resuming this scheme, I have arranged according to seniority all those who have been executive officers, and are with us to-day, and numbered them from one upwards. In future a number will have a meaning of value. Those who hold numbers less than one hundred will be known to have held an executive office, and in no case, except the one just mentioned, will one member be able to exhibit a lower number than another, unless he can boast an earlier date of entrance. The executive list employs thirty-three members. Of the 1558 members who joined the first year, but 95 now remain on the rolls. The first ten thousand numbers shrink to 2380, and of the 10,264 members who were with us when your Secretary was elected in January, 1887, but 3306 remain. Chance and change are just as busy as ever, and though men may come and men may go the League rolls on forever.

Our contract with the BICYCLING WORLD Co. allows us to use space for standing notices and two pages of the paper each week, with the understanding that we shall pay for all space used in excess of this. In previous years this space was ample for all our demands, in fact so ample that the Secretary was able to do a little talking, and preach a few sermons to the members. The past year has seen a marked increase in the volume of notices published. So much work has been done and so much material has been evolved from this work, that we have used three pages per week, on an average, and the Secretary has been bottled up. Can you wonder if he relieves himself at your expense at this time? It should be said to the credit of the BICYCLING WORLD Co., that they have continued to smile and smile, nor be unwilling, while we have encroached beyond our borders, and that they will make no charge for extra space though we have taken what would bring them \$2000 at advertising rates.



What are the Advantages of the Eagle?

THESE ARE A FEW OF ITS ADVANTAGES:

It runs easier and is propelled with less exertion than any other bicycle in the world.

The weight of the rider being carried almost entirely upon one large wheel, the friction to be overcome in running is reduced to the smallest amount possible.

Every ounce of the rider's weight can be applied in propelling the machine.

It is easier for the rider in riding long distances, as his weight can be alternated from the saddle to the pedals.

The rider is in position to stand at any time upon the pedals and neutralize all jolts with his knees and ankles, which are far superior to any spring frame and much more durable.

It is an excellent hill climber, also safe and easy to control in coasting.

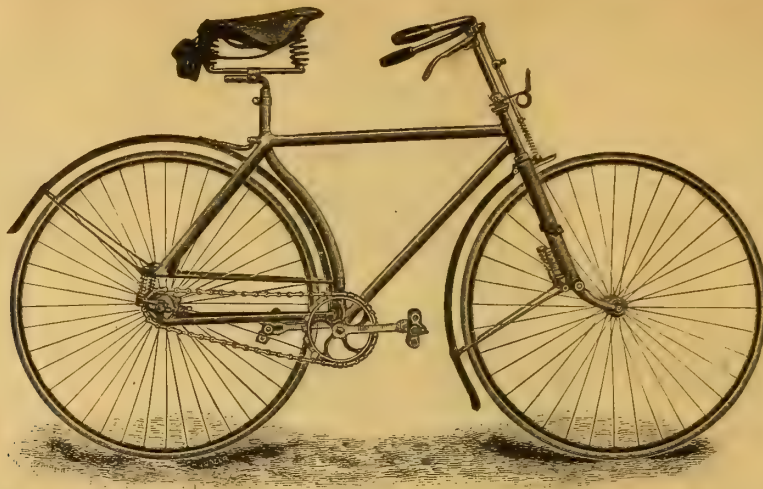
It can be turned in less space and stopped more quickly than other machines.

It is safe from headers.

It is noted for its excellent workmanship, and the material used in its construction is the best that can be bought.

NEW CATALOGUE FOR 1890 WILL BE READY FEB. 20th.

The Eagle Bicycle Mfg. Co.,
STAMFORD, CONN.

FEET.**FEET.**

SWIFT SAFETY, (MODEL A), SPRING FRAME

takes away all vibration from the body, especially the Feet.

Light and Strong, weighing 40 lbs. complete, with 3-4 inch hollow rims.

Parts Interchangeable, and always on hand.

Special light tempered roller chain. CATALOGUE FREE.

COVENTRY MACHINISTS' CO., Boston, Mass.

Attention, New England!

We Have Established a

New England Branch House

At 178 COLUMBUS AVENUE, BOSTON, and all agents in the States of Connecticut, Rhode Island, Massachusetts, Vermont, New Hampshire and Maine will send orders and settle all accounts there, instead of to the factory. All points outside this section will be taken care of by the factory direct, as heretofore.

GORMULLY & JEFFERY MFG. CO., - - Chicago, Ill.

N. B.—We also wish to inform our Agents that we have the sole agency for the **Merritt Type Writer** in the States above named, and the business is entirely conducted by our New England Branch House.

On the whole the League was never in better condition, financially and numerically, never before so hard at work in the interest of cycling, never before so well known to the world as an active, and wide-awake organization, never before possessed of such a competent and enthusiastic body of Division officials, and never before has a membership been of more value. Our membership is rapidly increasing, and increased numbers means an increase of labor and his results. We should not be satisfied, however, until every wheelman follows the example of the birds who are of one feather, and we should continue to gather them in while the daylight lasts, not forgetting that the night cometh, and into that we can put a good deal of work, if, bee-like, we improve the shining hours as they pass.

ABBOT BASSETT, Secretary.

This report was also received, and at the afternoon session accepted.

The Executive Committee here reported through the Secretary that of the \$500 appropriated for the Special Committee on Road Legislation, all but \$179.23 had been expended. Report accepted.

REPORT OF THE RIGHTS AND PRIVILEGES COMMITTEE.

Secretary Bassett then read the report of the National Rights and Privileges Committee, which was as follows:

Charles H. Luscomb, President League of American Wheelmen:

Your committee on Rights and Privileges beg leave to submit the following brief report of the matters which have come within the purview of its duties during the past year.

Two questions as to the construction of municipal ordinances have been submitted to the committee. Owing to the fact that only the substance, and not the letter of the ordinances in question was set forth, the replies of the chairman were general in character. In each case, however, after discussing the questions with reference to the principles involved, he requested that, if the answers were not sufficiently explicit, and further information and advice were desired, he be furnished with copies of the ordinances. No further information or advice was asked concerning them.

Eighteen cases of actions for damages by or against wheelmen have been submitted for advice. All these cases involved the question of the rights of wheelmen upon the public highways. In many instances the facts showed a total disregard of these rights by the owners and drivers of vehicles other than bicycles, and, in some cases, a decided prejudice on the part of magistrates and urymen against wheels and wheelmen. In two cases only has financial aid been asked of the League.

The request of the Kansas Division for assistance in testing the validity of a city ordinance of Topeka, Kansas, prohibiting the riding of bicycles over a certain bridge within the limits of the city, was granted. That case is pending, on appeal to the Supreme Court.

The Tennessee Division asked and was granted, subject to the direction, supervision, and approval, in some particulars, of the chairman of the Rights and Privileges Committee, pecuniary aid in conducting a suit for damages between a member of the Tennessee Division and the owner of a team of horses. This case is still pending.

The General Assembly of Missouri had under consideration at its last session, a bill of which the following is a copy:

"Section 1. It shall hereafter be unlawful for any person or persons to run, or to engage in any, race, mounted on any vehicle usually called velocipede or bicycle, on any highway or public road, in any of the counties, outside of any city limits in the State, and all persons traveling by the use of such a vehicle upon any such highways or roads, on meeting any such person or persons, on horses or mules, or in vehicles of any kind drawn by such animals shall come to a halt at a distance of one hundred yards from the place on such highway or road where said person or persons on horses or mules or in vehicles drawn by horses or mules are met, to dismount from the velocipede or bicycle and remain so until said persons on horses or mules or in vehicles drawn by such animals, have passed a distance of twenty-five yards.

Sec. 2. Any person or persons violating the preceding section shall be guilty of a misdemeanor, and shall, upon conviction thereof, be fined in any sum not less than ten nor more than one hundred dollars, and shall moreover be liable to other persons who may have sustained damages by reason of frightening or running away of horses or mules, to be recovered by civil action in any court having jurisdiction."

W. M. Brewster, Chief Consul of Missouri, and the chairman of your committee, with the enthusiastic co-operation of the League members in Missouri, not only defeated the adoption of this bill, but prevented the enactment of any law on the subject.

In the month of November last President Luscomb called a joint meeting of the Executive, the Rights and Privileges and the Highway Improvements Committees, to convene in New York, about the first of December. In his letters to the Chairman of the Rights and Privileges Committee, and to Mr. Isaac B. Potter, a member of that committee, he also requested them to prepare drafts of bills for introduction in the several States by him named, in accordance with the laws of such States. Neither the Chairman nor Mr. Potter was, owing to the press of other duties and business, able to comply with these requests, and so wrote the President. After further correspondence relating to this matter, President Luscomb wrote Mr. Potter a letter ending with these words: "I hereby remove you from the National Committee on Rights and Privileges."

A copy of all the correspondence between President Luscomb and Mr. Potter in relation to this matter is herewith submitted.

The Chairman on the Committee on Rights and Privileges was never requested to call together the members of that committee, nor did he ever so call them. Mr. Potter never failed to promptly perform any work requested of him by the Chairman of that committee; but, on the contrary, has promptly, and even generously, responded to every request or suggestion of the Chairman.

In view of the facts in this case, your committee report that, in their deliberate judgment, there existed no cause for the so-called removal of Mr. Potter from the committee, and that, if cause had existed, the President had no power to "remove" him; and that the action of the President in this matter was, therefore, not only ill-advised, unwarranted and unjust, but was usurpatory, without authority, and hence, void and of no legal effect.

The only well considered and carefully prepared bill looking to the improvement of highways which has come to the notice of the Chairman of your committee, is the bill known as "The New York Highways Improvement Bill," to the preparation of which Mr. Isaac B. Potter, a member of your committee, has given much time, careful thought and diligent research. When the provisions of this bill shall become a law in the several States, and shall be enforced, the question of how to obtain and maintain good roads will have been solved.

The Chairman of your committee, not having been able to attend the joint meeting of the committees hereinbefore mentioned, and his request for a synopsis of the work of the committee not having been complied with by the President, he has no opinion to offer upon the character of the work done at that meeting. He sincerely trusts, however, that it may result in much good to the League.

Many copies of the "Court Decision, Legal Opinions, etc.," issued by the League, have been requested of, and furnished by, the committee during the past year; and, judging from the tone of many of the letters received, they have accomplished much good, in enabling wheelmen to better present their cases before the courts.

With assurance of our continued fealty to the League of American Wheelmen, and of our strong desire for its increased prosperity, this report is respectfully submitted.

February 15, 1890.

A. MOORE BERRY, Chairman.
ISAAC B. POTTER.

Same was received, and action as to its acceptance was deferred until later; in the afternoon session this report was accepted by a vote of 60 to 20.

REPORT OF MESSRS. PERKINS AND COSSUM,

Mr. Perkins then read the report of the Special Committee appointed Dec. 7, 1889, to promote legislation in various States. Final action of the report was deferred, as in other cases, but as no action was taken later, in the day on this report, it appears in this report of ours.

The Special Committee appointed Dec. 7, 1889, to promote legislation in various States.

By direction of President Luscomb the Executive Committee, the Committee on Improvement of Highways and the Committee on Rights and Privileges were notified to meet at 280 Broadway, New York, on Dec. 7, 1889, to consider the best, most expedient and judicious way to bring about legislation in several of the States for the improvement of highways. The Chief Consuls of the States were invited to attend and assist in the discussion. The three committees were all present with the exception of Mr. Berry, of St. Louis, Chairman of the Committee on Rights and Privileges. Mr. Brown, Chief Consul of New Jersey, was the only Chief Consul present. The meeting was called to order at 10 A. M., President Luscomb in the chair. The object of the conference was clearly stated, and various methods and plans were discussed during the day.

A very clear and full report was made by Dr. Butler, Chairman of the Committee of Improvement of Highways. After considerable discussion, entered into by nearly all, it was unanimously voted that it was wise to proceed in each of the States in which the Legislature met this winter. It was ascertained that this included New York, Massachusetts, Virginia, Maryland and Ohio. It was voted that Messrs. Perkins and Cossum be a committee to draft bills, present them and see that they were prosecuted, etc. At the suggestion of Mr. Perkins, it was voted that, as Massachusetts was active and doing good work, that it would be well to leave the State for the Division to look after, and Mr. Perkins was directed to see that the Division properly prosecuted the work, and to render all the assistance that he deemed necessary.

Mr. Perkins at once notified Mr. Emery, the Chief Consul of Massachusetts, of the action of the conference, and was immediately told to keep his hands off and do nothing, as the Chief Consul protested against the National Committee doing anything. Nothing further was done by the National Committee in Massachusetts, except to present a memorial carefully drawn by Dr. Butler to the Governor of Massachusetts, and asking him to recommend in his message, suitable legislation, which the Governor did. Further than this the committee has taken no action in Massachusetts, although ready so to do if requested.

At the conference the question of proceeding in New York State, knowing that Mr. Potter and others objected, was considered, and Mr. Cossum waited on Mr. Potter, invited him to attend the conference, and if he had a bill ready, and if so, if he objected to its being read. Mr. Potter declined to attend the conference, said that his bill was not ready, and declined to hear it read.

After this report of Mr. Cossum, the conference unanimously voted that a bill should be presented in New York by the National Committee to the Legislature. Messrs. Perkins and Cossum were requested to, if possible, visit the several States and personally attend to the prosecuting of bills, etc.

Messrs. Perkins and Cossum, well aware of the opposition and criticism taking place, met several times, and after much labor drafted a bill for New York, which has been presented to the Legislature. A hearing had by the Committee on Ways and Means in Albany, at which Messrs. Perkins and Cossum were present, and is now in the hands of a sub-committee of the Ways and Means Committee being carefully considered.

This committee visited Maryland, conferred with the Maryland Division officials, who heartily co-operated, conferred with various State officials, and are pleased to say that a bill is now ready by the Maryland Division to be presented to the Maryland Legislature.

Mr. Cossum, of the committee, visited Ohio, and after seeing various State officials, reports that Ohio is now ripe for the question.

Mr. Perkins visited Virginia, waited upon the Governor and State officials, found them all in accord with him, and has so reported to Mr. White, Chief Consul of Virginia, requesting him to at once proceed and present a bill, offering to render any assistance possible.

This committee has been in constant communication with President Luscomb, who is in hearty accord with its labors, as is also Dr. Butler, who has rendered valuable service to the committee, for which it takes this opportunity to express its appreciation.

This committee begs leave to say that with the exception of New York it has in no way interfered with the plans of any division, but has stood ready to assist and co-operate at all times. Mr. Perkins attended the convention at Pennsylvania, as has been seen in the L. A. W. BULLETIN.

In making this report we feel that the plan of legislation as inaugurated by President Luscomb should be continued, and we believe can in a short time be successfully accomplished.

In spite of adverse criticism and opposition, we hope and trust that every one will enter into this subject unprejudiced and without any feeling, and endeavor to accomplish the desired end. The L. A. W. should seek to keep in the van of this movement, as the subject undoubtedly emanated from it. We believe that it is a great question deserving of careful consideration, and we are pleased to be able to report that the movement is being taken up by other organizations and the press. It is bound to come, so let us work hard to accomplish what is now fairly on the road to success.

Respectfully submitted,

GEO. A. PERKINS,
For the Committee.

Grand Union Hotel, New York, Feb. 17, 1890.

REPORT OF THE COMMITTEE ON RULES AND REGULATIONS.

Dr. Emery on Rules and Regulations read the following report:

To the National Assembly L. A. W.:

Your Committee on Rules and Regulations would respectfully report that no business requiring action has been referred to them during the past year.

The only amendment to the by-laws offered for action at this meeting is that relating to the appointment of "State Tailors" in those divisions desiring to do so.

This amendment being for the interest of our members, should be adopted. Respectfully submitted.

WILLIAM H. EMERY,
C. L. BROCKWAY,
W. A. DAVIS,

Committee on Rules and Regulations.

New York, Feb. 17, 1890.

Received, and action deferred, but in the afternoon session it was accepted.

REPORT OF COMMITTEE ON IMPROVEMENT OF HIGHWAYS.

Dr. Butler then read the following exhaustive report from the Roads Improvement Committee. While quite lengthy, it is a report which should be carefully read by every one interested in the matter of Roads Improvement. It was ably written, and the reading of it was listened to with the greatest interest by all members present.

Mr. President and Gentlemen:

Improvement of highways is a subject of great and peculiar interest, and we regret that the time properly allotted this committee will admit of only the briefest outline of our work.

The year began with scarcely a ray of interest anywhere desirable for the movement in behalf of improved public highways about to sweep over the country. There was no perceptible evidence of special interest in the subject beyond the fact that the League had declared that the special object of its existence was "to improve the public highways."

The first duty of your committee was to ascertain to what extent the League was really interested in this work, and to find out how far it could be relied upon to execute the plans that might be developed. Our efforts in this direction were not, however, reassuring, for we very soon discovered that our greatest task would be in arousing the mass of our members not only up to a desire for good roads, but to an appreciation of the efforts necessary to secure them.

In this we have not met with the most gratifying success, and with the present temper of some of the Divisions, is not promising for the future. This is the more to be regretted, as the grand opportunity of leading in this great movement is rapidly and certainly passing to other organizations than our own.

The plan which first presented itself to your committee—as at once simple and direct—embraced the publication of matters bearing upon the economics of high class roads, their construction and repair in a thoroughly scientific reliable manner; a careful study of the laws of the various States and of Europe, governing road construction and repair; the best lines upon which to construct the legislation necessary to bring about the desired changes and the bringing into harmony with the League, all influences outside that body, which might in any way contribute towards our success. Upon this plan briefly stated, your committee began its work, and the results are surprising and gratifying beyond our highest expectations.

That the League did not misjudge the times when it entered upon a crusade for good roads, and that it did not engage in this work any too soon, is evident from the fact that the "American Economic Association" had already given the subject some attention; that the Society of Engineers of Western Pennsylvania was just organizing, a society whose labors in behalf of good roads are not surpassed by any other in the country; a road Congress being held in Georgia, for the purpose of preparing legislation having for its object the construction and maintenance of high class roads; in Indiana mass meetings were being held in different parts of the State to discuss the best methods of improving their highways, while in Maryland, New Jersey, Connecticut, Ohio, Illinois and Missouri grangers, or other societies of like character, were discussing through the long winter evenings, the economics of good roads, and thus unwittingly laying the foundations for the agitation of this great movement so soon to sweep over our land.

To establish communication with these varied and widespread influences was a difficult though an agreeable task, for the heartiness with which any effort having for its object improvement in the public highways was received by them was both pleasant and reassuring. This great stream of popular enthusiasm and influ-

ence with its increased volume and accelerated power, has been, to a very large degree, turned to the support of our work, so that to-day the power, force and character of this whole movement is in outside organizations, directed into the channels of the League of American Wheelmen.

It was also agreeable to discover that various institutions of learning throughout the country, especially the State universities, were beginning to interest themselves in this subject. Some of them, Vanderbilt and Trinity, had gone so far as to prepare special courses of study in scientific road building, which were free to students desirous of preparing themselves in this line of engineering. The institutions giving the most attention to this subject, are the Columbia College, New York; Johns Hopkins University, of Baltimore; Indiana University, of Bloomington, Ind.; Vanderbilt University, Nashville, Tenn.; Trinity College, Randolph Co., N. C.; and the Pennsylvania University; while Harvard University and Amherst College have given the matter some attention. The Pennsylvania University has gone so far as to offer a series of four prizes, for the best essays upon the economic advantages of good roads, which is to be followed by another series of prizes for the best essays upon the engineering problems involved in their construction.

With these institutions we have been in constant correspondence, and the assistance given us by Prof. J. W. Jenks, of the Indiana University, Prof. R. T. Ely of Johns Hopkins University, and Prof. Connors of the same institution, by Prof. Lewis M. Haupt of Pennsylvania University and Prof. N. S. Shaler of Harvard College, have been especially valuable. But from no one have we received greater assistance than from Wm. H. Rhawn, Esq., of Philadelphia, a banker, a philanthropist, and, above all, a public spirited gentleman. W. H. Rhawn is probably doing more at the present time for improvement of highways than any other single individual in the country.

It would be both pleasant and interesting, did time permit, to speak of the encouragement and assistance given us in our work by Secretary Rush, of the Department of Agriculture at Washington, by the Governors of New York, Pennsylvania, Rhode Island, Massachusetts, Maryland, Virginia and Ohio, as well as W. Churchill Oastler, civil engineer, and Frederick Bronson, Esq., Hon. John Jay, Mr. James Wood, Mr. Sturges and Mr. Kisco, of New York City.

These gentlemen, with scores of others we might mention, are deeply interested with us in this great question, and are to-day giving the movement in behalf of good roads such valuable support as to portend the most desirable results for the future. It is also gratifying to note the interest taken in this work by some of our largest railway corporations, and from correspondence we are satisfied that the movement, if properly conducted, will receive their encouragement and support.

The American Economic Association, the National Carriage Builders' Association, the American Horsemen's Association, the Farmers' Alliance, the State Agricultural Societies and Coaching Clubs are also ready to join the League in its crusade for better roads. Indeed there is scarcely a direction in which we may turn and not find the most willing and earnest response to our request for assistance in carrying on this beneficent work, so that the League has but to present and maintain a united effort, freed from all petty strifes and personal jealousies, to be enabled to maintain its proud position as leader in this great movement.

Probably the most valuable work of your committee during the year has been the preparation and publication of the little book entitled "Improvement of Highways." This work was immediately undertaken upon receiving our appointments, and after two months of unremitting and exhausting labor, the first edition of 15,000 copies was issued. The book has received the highest commendations from all classes of our citizens, newspaper editors, engineers, professors of universities, bankers and farmers have all united in pronouncing it the best work of the kind yet published. But one adverse criticism upon the book has yet reached the committee, and that, strange to say, was from a member of this body and a supposed wheelman. So great has been the demand for this little work, and so widely has been its circulation that the first edition is practically exhausted, and a second edition of 20,000 copies is now being published.

In entering upon the work of improvement of highways, your committee felt that whatever financial benefits might grow out of it, would naturally accrue to pavement companies, to road construction companies and bicycle manufacturers and dealers, and it was believed that with a fair understanding and appreciation of what we were doing, they would be willing to share with us the financial burdens of the expense necessary to print and circulate such literature as would educate the people up to a desire for good roads. With these ends in view, correspondence was entered into, with the Barber Asphalt Paving Co., the International Paving Co.,

the Pope Mfg. Co., and they were found to be not only willing but anxious to contribute to this work; as was also the Warren-Scharf Pavement Co., the Standard Bicycle Co., and a private citizen, Frederick Bronson, Esq., No. 76 Wall street, New York, so that we shall be able to publish and circulate two editions of this valuable little work by voluntary contributions.

Thirty-five thousand copies of Improvement of Highways printed and circulated at a total cost of \$1000, and without a cent of expense to the League, is a work no future committee could be reasonably expected to undertake.

In addition to this we have arranged with the American Press Association, 32 Vesey street, New York, for the publication of a page upon improvement of highways, in six instalments, each a column in length, with one or more cuts; also with A. N. Kellogg Newspaper Co., 363 Dearborn street, Chicago, Ill., for the publication of almost any amount of such matter as may be prepared and sent to them on the subject of highways improvement. These companies prepare the matter in "plate," when it is sent out to one hundred and thirty or more thousand weekly country papers. This insures the circulation over a wide territory of an immense amount of information, and is an opening through which the League, or more properly the Division may carry on the work of educating the masses without expense, except in the preparation of the material.

In the special work of the committee, that of "memorializing" several Governors of States with regard to this movement, was the most important. The matter was undertaken as the result of the Roads Improvement Conference held in New York on the 7th of December last, and though there was but little time and no previous consideration had been given to the subject, the memorial was prepared and sent to five Governors of five different States, with excellent results. Your committee would recommend that the Divisions be urged to undertake this work for the coming year, backing up the memorial with petitions, etc., that their efforts may be the more effective.

Early in January last the Chairman of this committee received a letter from a gentleman in New York, requesting him to meet with representatives from the New York State Agricultural Society, the New York Coaching Club, the New York Farmers, and other societies of like character, for the purpose of discussing and formulating amendments to the statutes of the State for improving the public highways.

In accepting the invitation, a copy of the bill prepared by the Rights and Privileges Committee of the League, was placed in the hands of gentlemen writing him. On the 9th inst. he was informed that the meeting had been arranged for Friday, the 14th inst., at No. 5 Washington place, N. Y. This was held with the Hon. John Jay, President of the New York Coaching Club; Mr. James Wood, President of the New York State Agricultural Society; Mr. Frederick Bronson, representing the New York Farmers; a Mr. Sturges by proxy, President Luscomb, Mr. Cossum and myself in attendance.

Mr. Jay was made Chairman of the conference, and President Luscomb Secretary.

The bill prepared by the Rights and Privileges Committee of the League was taken up for consideration and was discussed section by section, and with a few suggestions of improvement and amendments, principally by Mr. Cossum, it was unanimously decided to support the bill, and advocate its passage by the several associations represented at the conference.

This brings to the support of the League improvement of highways in this State influence for good which cannot be estimated, and which gives us reasonable grounds to hope for ultimate success. The report of this conference is given, as it discloses the character and standing of the influences brought to the support of the work, and emphasizes what has already been stated, that the League has but to place this matter upon the plane of a high economic and beneficent reform, freed from petty strife and personal jealousies, to lead the grandest reformation ever witnessed in this country, the struggle for independence and the abolition of slavery alone excepted.

The subject of legislation, which at the present time is the most important matter for consideration, has received careful and earnest attention from your committee. The laws of the different States in relation to making and mending roads have been examined and compared. Many of the States were found to have no general laws, each county, town or borough being governed by special acts. In others general laws had been enacted but nowhere enforced; while in all the States legislation was found to be ineffective, in that it everywhere contained—New Jersey alone excepted—the antiquated and vicious method of "working out the road tax."

To bring order and effectiveness out of this great mass of unwise legislation, and to place upon the statute books of the States laws which shall begin a uniform system of scientific road construction

and repair, is the question which should engage our most serious attention.

It is a difficult problem, and one that has confronted every scientific and economic writer upon Roads Improvement. Thus far all attempts to solve it, even theoretically, have failed.

It is not enough—indeed it is a question if it does not still further complicate the difficulty—for Massachusetts to adopt a law creating a Superintendent of Highways and Bridges, or for New York to pass an act providing for a commission and a certain amount compulsory highway construction annually, or for Maryland, Pennsylvania, Ohio or Missouri to provide for still other systems.

That this reform may be thorough and permanent, there must be harmony in legislation, and unity in aim and purpose. No State can enact a law for the improvement of the highways, with sole reference to her own desires, without doing violence to the great fundamental principles underlying this whole question of legislation.

When in 1760, England first began an agitation for the improvement of her highways, the chief cause of their badness was found to be in the defectiveness of the laws.

Every parish was bound to repair the highways passing through it. The peasantry were forced to give their gratuitous labor six days in the year; if this was not sufficient, hired labor was employed, and the expenses met by a parochial assessment. The markets were often inaccessible during several months of the year. The fruits of the earth were suffered to rot in one place, while in another, distant only a few miles, the supply fell far short of the demands. The badness of their roads would seem to us incredible, if we did not have in this nineteenth century their exact counterpart in our own country.

History tells us that towards the close of the century Lord Campbell rode the journey from Edinburgh to London in three days and nights. But judicious friends warned him of the dangers of the undertaking, and told him that several persons who had been so rash as to attempt it had actually died from the mere rapidity of the motion!

To overcome this barbarous condition of the roads, in about 1760 the first law was passed, which in general scope, however, affected only particular parishes; similar ones were passed for other parishes, and so on till finally, between 1760 and 1773—thirteen years—England enacted no less than 452 laws for the improvement of highways. Yet with all this great mass of legislation there was but little progress, and it was not until a law was finally passed providing for a uniform system of construction and repair, that anything like substantial and permanent results followed; so that to-day one is able to traverse England from one end to the other over a uniform system of scientific macadam and Telford roads, not equalled in any other country of the globe except in France and Scotland.

If we were to go into Maryland, Pennsylvania, Ohio or Missouri and examine closely the laws of the present system, we should find them not unlike the laws of England prior to 1775. Counties as regards road construction and repair, are governed by special acts, each having its own laws, its own officials, its own system, so that in passing from county to county, as many different kinds of roads—except good roads—may be encountered as there are counties within the State.

If there is any one thing upon which statesmen, engineers, economic writers, farmers, and, I believe, wheelmen, are agreed, it is that any law to be effective in securing permanent improvement in the public highways of a State, it must first of all abolish this local or county system, and place the whole matter in the hands of a State superintendent, who shall also be a civil engineer, so that a uniform system of construction and repair may be established and maintained throughout the entire State. That is the principle, and now let us apply it to the States, which in their several relations to one another are not unlike the counties, and how does your Superintendent of Highways and Bridges of Massachusetts, or your triple headed commission with compulsory road construction of New York effect the problem?

Take another illustration: New York and Pennsylvania are divided for the most part by an imaginary boundary; the highways of New York dip down into Pennsylvania, and the highways of Pennsylvania cross over into New York; New York has a system of road construction and repair brought into existence by the enactment of a law solely with reference to her own desires; Pennsylvania has another and quite different system; New York constructed her macadam roads to the imaginary line; Pennsylvania begins her Telford pavement where New York leaves off, and carries it on until the road recrosses into New York, when macadam is again taken up, and so on.

Now it is plain of demonstration, that with each State enacting

laws for the improvement of the public highways, with sole reference to its own desires, and with no regard for the needs of the other States, that you will have the same condition of affairs, only in a slightly different form, as that in Maryland, Pennsylvania, Ohio and Missouri of to-day.

No, gentlemen, what is needed is a law in the several States, which shall contain the same general characteristics, and which shall provide a uniform system of construction and repair, so far as the peculiar conditions of the States will admit. Anything short of this will only continue, under a somewhat modified form, many of the evils of the present system.

Of all the economic questions affecting the welfare of our citizens, there is none of greater importance than the construction and maintenance of good roads, over which they may pass to and fro in their commercial and social relations with one another. "The world," says South, "is maintained by intercourse," and of all inventions, the alphabet and printing press alone excepted, those inventions which abridge distance have done most for the civilizations of our species. Every improvement of the means of locomotion benefits mankind morally and intellectually as well as materially, and not only facilitate the interchange of the various productions of nature and art, but tend to remove natural and provincial antipathies, and to bind together all the branches of the great human family.

Among the many fallacies of the day that pass unquestioned, there is none more fallacious than that change is popular.

The truth is, he who seeks to alter the established order of things, is likely to be, for a time at least, the most unpopular man in the universe. He will be hated by those who are satisfied with old evils; he will be disliked by the timid and lazy, who dread the perils and troubles of a change, and he will receive little favor from those most conscious of the evils, because his remedies will not act as a charm and remove in an instant the accumulated ills of centuries. We are not always conscious of the fact, that in all men the love of ease is far superior to the love of change. In the serious concerns of life, change is never desired for its own sake. Habit becomes a second nature, and it is only by the positive pressure of evil that we are driven to a reform.

Unjust and absurd taxation, for instance, to which men are accustomed, is often borne far more willingly than the most reasonable impost that is new. An old system must ever have two advantages over a new one—it is established and it is understood. We ought not, therefore, to be over-anxious to encourage a change in case of doubtful improvement, but in undertaking to bring about an improved condition of the public highways of our country, we are seeking that which will confer upon our citizens benefits which cannot be estimated.

"The worth of the State," says John Stuart Mill, "in the long run, is in the worth of the individuals composing it." And if there be any truth established by the universal experience of nations, it is that nothing, except temperance and industry, adds so much to the temporal and intellectual worth of its citizens, as a thorough system of scientific road construction and repair.

Respectfully submitted,

CHARLES S. BUTLER, Chairman.
WM. W. SHARE,
JUNIOUS E. BEAL.

New York, Feb. 17, 1890.

This report was received, and at the afternoon session was accepted.

REPORT OF THE NATIONAL COMMITTEE ON TRANSPORTATION.

Secretary Bassett read Mr. Brewster's report on behalf of the Transportation Committee. Received and action deferred, and in the afternoon session this report was accepted.

Mr. C. H. Luscomb, President L. A. W.:

Dear Sir—I respectfully beg leave to submit the following report of the National Committee on Transportation:

I think it can be safely asserted that the League has lost no ground during the past year, so far as its transportation facilities are concerned; but has, on the contrary, made substantial gains. There are still many lines that never have, and do not now, carry wheels free, but the list is growing smaller every year, both as regards the number and importance of these outside lines.

The Pennsylvania Railroad, heretofore uncompromisingly against the free wheel idea has, during the year succumbed, and now carries wheels free under the usual conditions. This action on the part of so influential a corporation as the Pennsylvania will undoubtedly prove of great value to the League; and the credit for the accomplishment of this object is largely, if not altogether, due to Mr. Bidwell and the officers of the New York Division. The

New England Roads—with few exceptions—still exact a charge for the carriage of wheels and in many instances the tariff is unreasonably high. This committee has enlisted in its behalf the aid of some of the direct Western connections of these New England lines, and whatever work it has done has been prosecuted in this channel. Their influence will certainly prove of value, but it must be re-enforced by the active assistance of those Divisions most interested. Connecticut has recently taken the matter up, and I have no doubt the other New England Divisions will renew their efforts in this direction. It is an issue on which they should unite and work solidly together under the direction of some persistent but prudent leader, chosen by themselves from their own membership. In this connection I would respectfully suggest that the person so selected should be placed on the National Transportation Committee, either as Chairman or member.

I have been asked on different occasions for a complete list of the so-called free roads; the information being desired by officials of State Divisions for publication in road and hand books. This information, I regret to say, I have not been able to furnish, through no fault of mine, however. I have never received any documents, papers or data from my predecessor, Mr. Ayers, though I have made two trips to Chicago for the purpose of meeting him and securing a transfer of the records. On both occasions unforeseen and unavoidable business demands prevented him from meeting me, and the same forces have operated to forestall him in his efforts to make a subsequent appointment. In my reference to this matter I wish it to be distinctly understood that I do not reflect upon or censure Mr. Ayers in the slightest degree. The fault is not his; but the fact remains that without these records it is impossible for me to prepare an accurate list of the free roads, except by interminable correspondence. As a matter of general information, it may be stated that with very few exceptions all the roads in the Trunk Line (except the New England members); Central Traffic and Western States Associations carry wheels free under practically similar conditions. Of the transcontinental lines the Union Pacific, Atchison, Topeka and Santa Fe, and Northern Pacific lines are free, and negotiations are now pending with the Southern Pacific Company with reasonable prospects of success. The suggestion of my predecessor that the different roads be induced, as far as possible, to incorporate in their folders their regulations with respect to the transportation of wheels, is a most excellent one. It has been followed by this committee, and is respectfully recommended to the one to follow. With these regulations plainly printed in the folders, the traveling wheelman has a convenient, simple and effective remedy with which to check the extortions of rapacious baggagemen.

During the year I have had twelve complaints of over-charge by train baggagemen. In three instances only were receipts taken, and in these cases the over-charge was refunded; in the others no receipts were taken or demanded, and the complaints were not always clear as to other important details. Strangely enough, requests for further information failed to elicit a single response. Under these circumstances the committee could do nothing. Ever since there has been a Transportation Committee of the League, efforts have been made to impress on the members at large the importance of following certain simple rules in dealing with the railroads. One of these rules is, that when called upon to pay for transportation of wheels on roads that have agreed to carry them free, a receipt should invariably be demanded. As a general rule a demand of this kind terminates the discussion, and payment is not further insisted upon. It never does any harm to be courteous and gentlemanly, even when dealing with baggagemen, and if wheelmen will remember this fact, and govern themselves accordingly when dealing with this class there will be fewer complaints of extortion, and the Transportation Committee will soon find that part of its occupation greatly curtailed, if not entirely gone.

Complaint was made by an Indiana wheelman that the C. H. and D. Railroad alway charged for carriage of wheels, though no specific instance was cited. The matter was investigated through Chief Consul High of Ohio, and he reported that the General Baggage Agent assured him that it had been, and was still, the rule of that road, to carry wheels free under the usual conditions. This information was transmitted to the complainant with request that he report any violation of the agreement that might come to his notice thereafter. I have heard nothing further from him.

In the BULLETIN of September 6th a notice was printed to the effect that the matter of confining the transportation concessions obtained by the League to its own members, would be brought to the attention of the Board of Officers at this annual meeting, and request was made for suggestions as to the feasibility of the plan from the members at large. There were no responses to this request.

Early in this year I wrote to different Chief Consuls and to oth-

ers whom I thought would be interested and informed on the subject, soliciting their views, advice and suggestions. The replies received are submitted with this report. Briefly, the idea is to devise, if possible, some simple, practicable plan by which the concessions secured by the League may be restricted to its own members, and thus reach that impecunious or parsimonious majority who, though quick to avail themselves of the privileges obtained by the League, refuse it their pecuniary aid or the moral influence of their membership.

The replies received, and my investigation of it in other channels, convince me that there is no difference as to the *advisability* of the scheme; but whether or not it is feasible, is quite another matter.

It is at best a delicate subject to handle, and an ill-advised or impolitic treatment of it might disturb and possibly upset existing arrangements, which it has cost the League so much time and patience to accomplish; but a free interchange of ideas on the subject can do no harm at this time, and a thorough discussion of it is sure to bring out suggestions that are apt to prove valuable in case it is determined to follow the project any further.

Respectfully submitted, W. M. BREWSTER,
Chairman Transportation Committee.

RACING BOARD REPORT.

Chairman Davol then read his report as Chairman of the Racing Board. It was as follows:

Mr. President and members National Assembly:

Since making my report to the last National Assembly, the following men have been declared to have lost their amateur standing: Arnold Heilborn, of Providence; William Windle, of Millbury, Mass.; B. R. Millison and H. H. Everest, of Wichita, Kan.; E. Dauchy, of West Winsted, Conn.; Fred Hood and S. G. Speirs, of San Francisco; F. W. Van Sicklen, of Rutherford, N. J.

The following have been reinstated: Burton Hulett, of Armada, Mich.; F. F. Ives, of Meriden, Conn.; W. A. Turpin, of Rochester, N. Y.; B. R. Millison, of Wichita, Kan.; William Windle, of Milbury, Mass.

The following applications for reinstatement were refused: W. A. Rhodcs, of Highlandville, Mass.; M. O. Spring, of New Orleans.

The national championships were awarded and won as follows: Half-mile ordinary, with Kansas Division; won by Colie Bell; time, 1.20 1-2.

One-mile ordinary, with L. A. W. meet; won by A. C. Banker; time, 3.08.

Two-mile ordinary, with Rhode Island Wheelmen; won by J. P. Clark; time, 6.58 3-5.

Three-mile ordinary, with California Division; won by J. P. Percival; time, 9.48 1-4.

Five-mile ordinary, with Louisiana Division; won by F. Mehlig; time, 19.38.

Ten-mile ordinary, with Kansas Division; won by Colie Bell; time, 35.03.

Twenty-mile ordinary, not awarded.

One-mile tricycle, with L. A. W. meet; won by V. L. Emerson; time, 3.30 2-5.

Two-mile tricycle, not awarded.

Five-mile tricycle, not awarded.

One-mile safety, with L. A. W. meet; won by W. E. Crist; time, 3.05 1-5.

Two-mile safety, with New York Division; not contested.

Three-mile safety, with Hartford Wheel Club; prizes withheld.

One-mile tandem safety, with New York Division; won by A. C. and W. D. Banker; time, 3.30.

Two-mile tandem safety, with Hartford Wheel Club; won by A. C. and W. D. Banker; time, 5.40.

Three-mile tandem safety, not awarded.

It has been the custom of the Board, in suspending men during the past season, to give the number of the rule violated and not the rule. Such a notice is immediately followed by a request for rules, from far and near. In this manner copies have been widely circulated, and there are few racing men not conversant with the rules.

The rules as adopted in January, 1889, have been found to be an improvement over the rules of 1888, and we trust the rules adopted last month will tend to still further advance the racing interests. Several radical changes have been made, Rule E in particular being a complete change from the old method of dealing out the championships to the first club or Division that might apply. The following L. A. W. National championships have been established: One, two and five mile ordinary, one, two and five mile safety, and the one, two and three mile tandem safety.

It has been evident for some time that the system of "paying ex-

penses," adopted by the wealthy athletic clubs, has tended to draw from the cycling clubs their fastest amateurs. Also that these athletic club racing men are far from amateurs, being no more than servants in the hire of their clubs, which is a violation of Clause A, Sec. 4, Art. V. L. A. W. By-Laws.

The Board decided to adopt the amendment to Rule G., forbidding amateurs to receive expenses from athletic clubs, other than cycling clubs. If the League has it in its power to grant favors, these favors should be shown the cycling clubs, the foundation of the organization.

The Board would like a decision of the National Assembly upon the following question: "Shall the Racing Board declare a man to have forfeited his amateur status, by violating, *upon the road*, Sec. 4, Art. V. L. A. W. By-Laws?"

If it is the decision of the assembly not to consider a man guilty, for violating the amateur rule upon the road, then the rule should be amended to read "*upon the track*." As the rule now reads the violator upon the road is as bad as the violator upon the track, and should receive the same penalty. It is not necessary to recognize road racing in order to enforce the amateur rule.

Respectfully submitted, CHAS. S. DAVOL,
Chairman L. A. W. Racing Board.

February 17, 1890.

It was acted upon in the same way as the others, and in the afternoon, this report was accepted.

REPORT OF HOTEL COMMITTEE.

Secretary Bassett then read the report of the Hotel Committee. This report was deferred until the afternoon session, and then was accepted.

Gentlemen—The pathway of the Hotel Committee during the past year has not led through pleasant fields and pastures green, but has been beset by difficulties, and where we looked for roses thorns and briars have sprung up to impede our progress and to render the result of our labors much less satisfactory than we hoped them to be.

The Chairmanship of the committee was given to the writer during the busy days of the renewal season, and no attention could be given to the work until after peace had been declared. At the first opportunity the Chairman wrote to his associates, gave them his ideas of what should be done, and asked for suggestions. One member wrote in reply that it would be impossible for him to serve on the committee, and from the other I have never been able to get an answer of any kind, though I have written to him several times.

And the Chairman was obliged to play a lone hand.

It was designed to publish a hotel hand book which should contain a complete list of hotels and Consuls in the United States, and it was believed that enough could be realized for the advertising, which hotels would take, to pay all the expenses of publication. An arrangement was made with a publishing house to undertake this work if they could see profit in it, and the Chairman proceeded to gather lists of hotels and Consuls. In response to a call for a complete hotel and Consul list sent out to thirty Divisions, returns were received from but ten. Many of the returns sent in were not complete because a large number of hotels are open only during the summer months, and it was impossible to make arrangements with them at this season. Taking the returns received as a basis to estimate what we should publish in a book, the publishing house put out its solicitations for advertising. They reported very meagre returns, and not enough encouragement for them to proceed with the work. Hotels were reluctant to spend a dollar when they knew that their name and address would be in the book in any event. A digest of my report will be, therefore, that I have been unable to get a complete hotel list, and if I had it I could not publish it.

But the list shall yet be forthcoming in some form, if not that which we would best like to see. An arrangement has been entered into with the BICYCLING WORLD Co., to issue at the opening of the riding season what will be known as a hotel number of the BICYCLING WORLD. In this will be published a complete hotel and Consul list, so far as it can be obtained. This will put the list into the hands of each member of the League, and having the matter in type we can at small expense print a small pamphlet. We have given some attention to forms of certificate and contract, and have advised with several Divisions regarding these. It is important to have a uniform style of certificate, and every certificate should have a fac simile of the League ticket. The Hotel Committee that shall succeed the present one will have work enough to attend to, and it will be of a kind to greatly advantage the League.

Respectfully submitted, ABBOT BASSETT, Chairman.

The meeting then adjourned for lunch, to reconvene at 2.30.

AFTERNOON SESSION.

Promptly at 2.30 President Luscomb resumed the chair, and the question of accepting the different reports as presented in the morning was the business which engaged the attention of the delegates. On its being moved that the President's report be accepted, a most spirited discussion took place, and protests were entered against its acceptance by Chief Consul Emery, Chief Consul Kirkpatrick and Chief Consul Bull and others, on the ground that the report contained statements which were not true, and which reflected on the Divisions which they had the honor to represent. The sentences especially objected to by the gentlemen, read as follows:

"It is a difficult matter to understand, that in the face of the national movement, petty, jealous and unreasonable opposition should be developed, but it is unfortunately the fact, and both in New York and Massachusetts the Chief Consuls are apparently in fear of some interference with their prerogatives, while in Ohio there is apparently much reluctance to yield that support to the movement it merits."

Mr. Beal, of Michigan, and Mr. Perkins, of Massachusetts, made a strong plea that the report be accepted as written. It was urged by Mr. Luscomb's friends that the statements in the report were correct, and that it was due as a matter of courtesy to him, as President, that the report be accepted. Mr. Luscomb then called Vice President Dunn to the chair, and made an earnest defence of his report. He assured the gentlemen that no statements had been made through any covert intention or with the idea of sneering at anybody. He desired to state that the facts as represented in his report were correct. The President asserted that there was nothing in his report which should be construed in the manner which the gentlemen opposing it construed the same. After Mr. Luscomb's explanation the discussion was renewed, and the arguments pro and con were repeated. Upon a call for a proxy vote, the Assembly voted to reject the President's report by a vote of 69 to 18, and it was so ordered.

On presenting the report of the Rights and Privileges Committee, signed by Chairman Berry and Isaac B. Potter, Mr. Perkins of Massachusetts opposed its acceptance, on the ground that Mr. Potter's name appeared thereon, and that as Mr. Potter had been removed by President Luscomb some two or three months ago, his name had no right to appear on the report of the Rights and Privileges Committee. Then came a heated debate as to the power of the President to remove a member from any committee of which he had the power to appoint. It was held by a great many that the acceptance of the report as it stood would be an indication of the idea of the delegates present as to the power of the President to remove as well as appoint. Mr. Shriver and others held that in all other organizations the power to appoint carried with it the power to remove. Whether this was germane to the question at issue, we very much doubt. Mr. Potter rose to the point of order, asserting that the question of his name appearing as a signer of that report had no bearing on the question of acceptance or rejection; that the signature of Mr. Berry, as Chairman, was sufficient, and that the appearance of his name on that report, had no bearing whatever on the matter. President Luscomb ruled the point of Mr. Potter as not well taken, and on the appeal of Mr. Potter a proxy vote was taken, and the Chair's ruling was not sustained, by a vote of 49 to 39.

Much discussion then went on as to what effect the acceptance of the report would have on recognizing the President's power to remove Mr. Potter or any other of the committee appointed by the President. It seemed, however, to be the sentiment of the majority of the meeting that the acceptance of the report would in no way establish a precedent on this subject. On the question of the acceptance or rejection being put, the report was accepted as presented, with Messrs. Berry and Potter's signature attached, by a vote of 60 to 28. The report of the Special Committee, Messrs. Perkins and Cossum, was accepted, and the committee was discharged. Mr. Kirkpatrick, on behalf of the Division of Ohio, desired to record his protest, as Chief Consul of that State, to the part of that report which described Ohio as "ripe for legislation."

Dr. Butler desired to make a slight correction in his report, as read at the morning meeting, in which he had made a certain statement under mistaken ideas. With this slight change the report was accepted, and a vote of commendation was passed to this committee for the splendid work they had accomplished during the past year. The other reports of the several committees were accepted without discussion, and as printed above.

Nominations and election of officers were then in order, and Mr. Jenkins, of New York, in an eloquent speech, presented the name of James R. Dunn, of Ohio, for the office of President. This was seconded by Chief Consul High, of Ohio. Mr. Perkins, of Massachusetts, then presented in powerful terms the name of Mr. Chas.

H. Luscomb, for re-election. He referred to the work done by Mr. Luscomb during the past year, and said that as a recognition of the work done he was entitled to, and should be re-elected to, the office of President. Immediately upon the conclusion of Mr. Perkins' speech, Mr. Luscomb declined to have his name used as a candidate for re-election. He said that during the past year, he had honestly tried to do the best that he knew for the interests of the League; that his work was all to that end, and that he had concluded not to be a candidate, and he respectfully requested that his name be not used as such. The voting for President then took place. There were 92 votes cast, 85 of which were cast for James R. Dunn, four votes for Albert Mott, and three votes were cast blank. Immediately on the announcement of the vote, President Luscomb announced the election of James R. Dunn to the office of President of the League, and resigned his seat to that gentleman, who in a few earnest remarks assumed the office to which he was elected. He stated that his aim and object so long as he was President would be to harmonize, to promote and increase the membership, to broaden the field of usefulness in the matter of roads improvement, which the President claimed was the great aim and object for the future of the League of American Wheelmen.

Mr. Perkins then rose to his feet, withdrew his name as candidate for First Vice President, and in a short and earnest speech, nominated Dr. William H. Emery, of Massachusetts, for the office of First Vice President. Chief Consul Kirkpatrick, of Ohio, seconded the nomination, and on the motion of Mr. Van Nort, of Pennsylvania, nominations were declared closed for the office of Vice President. This motion was seconded by Chief Consul Boyle, of Pennsylvania. It was then voted that the Secretary be instructed to cast one vote for William H. Emery. It was so ordered, and the President announced the election of William H. Emery to the office of First Vice President. Dr. Emery accepted the election, pledging himself for the general good of the League.

Chief Consul Brown, of New Jersey, then nominated George R. Bidwell for the office of Second Vice President. Mr. Wood seconded the nomination, and described Mr. Bidwell as a man who "smiled when it rains." On the motion of Mr. Beal, of Michigan, seconded by Mr. Jenkins, of New York, it was voted that the nomination be closed, and that the Secretary be instructed to cast one vote for George R. Bidwell. It was so ordered, and the President declared Mr. George R. Bidwell elected to the office of Second Vice President. Mr. Bidwell in his acceptance said that he noticed that the gentlemen preceding him had been modest in decrying their own personal abilities to fill the office to which they were elected. Mr. Bidwell felt that he was personally competent to fill the office to which he was elected. He was sure he was the right man in the right place, and he pledged himself to support the Executive Committee in all matters, providing he agreed with them.

Chief Consul Bull, of New York, then presented the name of William M. Brewster, for re-election to the office of Treasurer, and Mr. Davis, of Illinois, seconded the nomination. The Secretary was instructed by vote to cast one vote for William M. Brewster. It was so ordered, and the President declared William M. Brewster elected to the office of Treasurer. Mr. Brewster accepted the office. He was somewhat confused, as he had been so entirely surprised that his name had even been mentioned in connection with that office, but under the circumstances he could not but accept it, which he did very gracefully.

AMENDMENT TO BY-LAWS.

Dr. Emery, in behalf of the Rules and Regulations Committee, presented the following amendment to the by-laws, notice of which had been published in the Official Department of this paper, and was as follows:

Notice is hereby given that the following amendments to the By-Laws will be presented at the meeting of the National Assembly to be held February 17, 1890.

Article IX Section 1 (Par. 1). Insert after the words "National Assembly," "or by a special committee on uniform."

Section 2. The Executive Committee may appoint a national tailor for the League, and each Chief Consul may appoint a Division tailor for his Division, said tailors to obtain the cloth of the Secretary of the League.

Section 2 as at present numbered to be numbered Section 3.

W. H. EMERY.

The amendment was accepted. On the motion of Dr. Emery it was voted that all matters relating to the uniform be referred to the Executive Committee, with full power.

On the motion of Mr. Jenkins it was unanimously voted that the courtesies of the floor be extended to President Luscomb, and that he be allowed the privilege of the floor during the remainder of this meeting.

Secretary Bassett then read the following invitation from the Niagara Falls Bicycle Club:

Abbot Bassett, Esq., Secretary L. A. W.:

Dear Sir—The Niagara Falls Bicycle Club respectfully invite the League of American Wheelmen to hold their annual meeting for 1890 at Niagara Falls, on August 25th, 26th and 27th. Feeling that the national championship races should properly be held at the annual meeting, we trust that your honorable body will see fit to make such arrangements with the Racing Board as will enable these races to be held on the dates above mentioned.

Respectfully submitted,

H. W. McBEAN, Secretary. Niagara Falls Bicycle Club.
Niagara Falls, N. Y., February 17th, 1890.

Some discussion arose as to the advisability of accepting this invitation, if the dates named in the invitation were adhered to, as it would, in Massachusetts and Connecticut, interfere with the dates agreed upon for certain local meetings, and it might militate against the success of the national meeting, because the Divisions might not be able to attend in such large numbers as if some other dates were chosen. After some discussion it was, however, voted to accept the invitation of the Niagara Falls Club, as written.

The following resolution was then introduced, and after a heated debate, in which Mr. Isaac B. Potter spoke in favor of the resolution and on behalf of the New York State Division, and Dr. Butler, on behalf of the national body:

RESOLUTION.

Whereas, The New York State Division of the League of American Wheelmen has presented to this National Assembly a communication showing that it has cause for complaint in regard to the action of some of the officers or committees of this Assembly, and stating the grounds of that complaint, and

Whereas, It also appears from that communication and from other information that has come to the attention of this body, that the New York State Division is earnestly engaged in the prosecution of the work of securing road improvement legislation in that State through the medium of the New York State Roads Improvement Association, of which Association the New York State Division is a component part, and to that end has introduced into the said Legislature a bill commonly known as the Coggeshall-Rhodes bill, while on the other hand certain officers or committees of the National body, in their zeal to hasten the realization of the same reform have, without the foreknowledge or assent of the New York State Division, and without consulting and advising with the officers or committees of that Division, but with full knowledge of the objects, intentions and purposes of that Division, and against their express wish and desire, introduced also into the Legislature of New York a separate bill, known as Assembly Bill Number 10,

Whereas, We believe that the New York State Division is energetically and intelligently performing its duties in the prosecution of this much needed reform, and further believing that harmony of aim and action is absolutely essential to success, therefore,

Resolved, That the National Assembly of the League of American Wheelmen, in annual meeting assembled, most heartily endorse and approve the work and policy which the New York State Division has pursued in the general movement to secure legislation for improved roads within the State of New York, and pledge to the officers of the said Division and to the Roads Improvement Association of which the State Division is so important and active a part, the earnest co-operation of the National body and its support to the Coggeshall-Rhodes bill, so-called, now pending in the New York State Legislature, and heretofore endorsed and approved by the New York State Division.

Resolved, That the support of any member of this body, or of the League at large, of any bill or measure within the State of New York, not in harmony with the judgment, policy and work of the officers and members of the New York State Division, and relating to the subject of Roads Improvement within that State, is hereby especially deprecated as being prejudicial to the best interests of the League, and is therefore withdrawn. (Adopted.)

The debate was lengthy, and included the reading of many letters and documents by Mr. Potter to establish the fact that the national body knew what the Division and the Roads Improvement Association was doing, and should not have interfered. Mr. Potter took the ground strongly that any legislation coming from a class, or coming from cyclists, would invariably meet with disaster and defeat. In defence of this position, he cited several cases, and read a leading article from a New York State local paper, which was printed a few days after the introduction of what is known as the Assembly Bill No. 10. Dr. Butler, on the other hand, held that the League first, and the League always, should be the one to settle these matters; that they should not play second fiddle to any association. A great deal was said by both gentlemen as to the mo-

tives which prompted the action. Many charges were made and denied. After listening for some hour and a half, the members present called for the question, and the resolution as printed above, was adopted by the National Assembly.

The meeting then adjourned.

RACING BOARD.

At a meeting of the Racing Board, held at the Grand Union Hotel, New York, February 16, the following changes were made in the racing rules. Rule A changed back to read as it did last year, as follows:

"A. Any amateur wilfully competing at races not stated to be held and actually held under the rules of the Board, or rules approved by the Board, shall be liable to suspension from the race track for such a time as the Racing Board may determine; and amateurs are notified that to compete against any rider who has been suspended will render them liable to the same penalty."

Rule E—Clause 1 remains the same. Clause 2 reads: The country shall be divided into seven racing districts, District No. 1 comprising the following States: Maine, Massachusetts, Vermont, Rhode Island, Connecticut and New Hampshire.

District No. 2, comprising New York and New Jersey.

District No. 3, comprising Pennsylvania, Delaware, Maryland, District of Columbia, Virginia and West Virginia.

District No. 4, comprising Ohio, Kentucky, Indiana, Michigan, Wisconsin, Illinois and Missouri.

District No. 5, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Louisiana, Arkansas, Tennessee, Texas and Indian Territory.

District No. 6, Minnesota, Iowa, Kansas, Colorado, Nebraska, North and South Dakota.

District No. 7, Montana, Wyoming, New Mexico, Arizona, Utah, Idaho, Washington, Oregon, California and Nevada.

Clause 3 to read: Each district shall be in charge of a District Racing Board, consisting of five members, to be appointed by the National Racing Board. Each District Racing Board shall have entire charge of all matters pertaining to the running of the championships in its district.

The District championships shall be contested prior to Aug. 15, each year, at such place or places as the District Racing Board may determine.

District Championships are open to any League member residing in the district. The winner and second man, etc. (same as now).

Clause 6 added to last paragraph, "and the District Racing Board shall give at least 30 days' notice of the location and date of the District championships."

Rule H—Add to same: "The officials of race meetings shall not bet upon the result of any race. Officials found guilty of violating this rule will be debarred from holding official positions at race meetings for such a time as the Racing Board may determine."

Rule 32—Last sentence amended to read: "Each team member must also have resided within five miles of the city or town where the club has its headquarters, for at least six months previous to date of contest."

A new rule will be introduced, to read: "If in any race, by reason of accident or withdrawal, only one contestant remain upon the track, the referee may call such contestant from the track and award him the first prize."

A new rule will be formulated, by which the L. A. W. will not consider a man an amateur if he competes for money or with a professional for a prize on the road.

ENGLAND AND THE CONTINENT A WHEEL.

(BY GEO. D. MITCHELL.)

(Continued.)

We started out next morning with Laon as our objective point for the day, fifty-five miles distant. On the way to Soissons, where we made our mid-day stop, we had a coast of more than two miles, part of it through the most beautiful woods I ever saw. In fact, on our whole route we have had frequent coasts that eclipsed anything I ever found in America, for here the descents are generally graded down gradually and the roads perfectly smooth, while in America the hills especially are, as cyclists know too well, usually covered with stones. We began to observe a gradual transition in the habits, manners and customs of the people. Bock, the common name for beer, began to displace wine as the common beverage; the three-foot loaves of bread, resembling a base ball bat, so prevalent in all the country around Paris, began to give way to the flat, round loaf, which, as we approached the Belgian border, became larger and larger in size, until you could literally hardly reach around it; artificial pools of water were found in every village, and often groups of women gathered around them washing clothes, for which purpose they are provided; and instead of the

simple blue blouse so uniformly worn in Normandie, we began to find the working people better dressed, corduroy being the favorite material; wooden shoes were universally worn, and we occasionally passed carts taking them to town by the cord, as you might say. We also found ourselves getting into the dog district, which extends over that part of France, Belgium, Holland and the lower Rhine. All through this region there seemed to be several dogs per capita, and the pertinacity with which they barked and ran under our wheels was exasperating beyond measure, so that most of the wheelmen there carry whips with them for their benefit and the benefit of the children, who are hardly less mischievous.

In the maze of by-roads which we had to thread in order to avoid the main paved way, Hodge became separated from the rest of the party, and did not catch up with us until the next morning. We kept on, however, and by dint of frequent inquiry and much perseverance at last reached Auberger by the light of our lanterns, at the foot of the abrupt eminence upon which the city of Laon is perched. The road from the plain below leads by numerous circuitous windings to the summit, although the direct path up the hillside is comparatively short. The town commands an extensive view of the country round, and the next morning, as we started down the hill, we could see the road we were to take extending many miles away, marked by the rows of trees that flanked it. The road for most of the first twenty-five kilometres was paved, and to add to our burden it began to rain soon after we left Laon. In fact, all the day before we had been travelling through a fine, almost imperceptible, mist, such as I never saw in America. The only condition in our favor was the stiff wind which happened to be blowing our way, and with the skirts of my mackintosh extended wide I sped along before it like a ship under full sail. The storm soon broke upon us, however, with no kind of shelter in sight, but at Marle, the sun having gained a temporary supremacy again, we purchased part of the contents of a bake shop and some fruit and refilled our canteens with wine, and a little way outside the town hung up our coats to dry and sat down on a pile of pounded stone by the roadside to dispose of our purchase. We were soon forced to take shelter under a neighboring railway viaduct, however, and as we sat finishing our lunch we became the centre of a crowd of peasants, who had sought the same refuge from the rain. We told them that we were Americans; that we had traversed England and part of France, and were on the way to Belgium, Holland, the Rhine and Switzerland, whereupon they began to look us over with a mixed expression of curiosity and awe that was amusing.

We made our stop for the night at the village of Hirson, about ten miles from the Belgian frontier. At the small inn which we chose, our supper, rooms and breakfast came to only seventy cents apiece, just what we had paid for dejeuner alone that morning, which was less satisfactory, and it is generally to be remarked that at the more modest places one receives more attention, and certainly has a better opportunity to study the people in their native simplicity, than at the more frequented, so-called first-class hotels. The next morning the people of the inn, after much debate among themselves, arranged a route for us on to Brussels, and about the only bicyclist of the town was sent along a little way to show us the road, and he was evidently as proud of being the escort of four wheelmen all the way from America as a colored marshal in full regalia, at the head of an Emancipation Day parade.

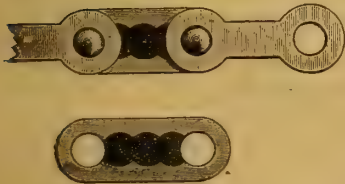
We had hardly hoped to ride further than the border, as the roads in Belgium are almost invariably paved with the huge stones which have taken the name of Belgian blocks, and upon finding that the road was exceedingly muddy we despaired of even that, especially as we were on the road to Ohain, which name must be a "Jonah" as Hugo attributes Napoleon's defeat at Waterloo to "the sunken road to Ohain." But we pushed on through a dense, dreary wood eight kilometers long to the next town, and the ride was so dispiriting, without a habitation for the whole distance, that when we came out of the woods and passed a house where the mother was giving the palm to one of her offspring, whose yells rent the air in a way that brought to my mind "the scene of my childhood." I welcomed this evidence of civilization and suggested that we take the train for Brussels, as recommended by our road book, which we accordingly did. The first thing I noticed was that the Brussels girls were better looking than those of either France or England, and this is how I came to notice it: we had forwarded our luggage on ahead of us from Paris, and accordingly until we regained possession of it, we were running around the city in trousers with short sleeves, with all the girls enviously offering critical comments on our calves (though 'Gene's are so large they might well be called cows). The Belgians are a prosperous, progressive people, and I was glad to observe a great readiness on their part to accept improvements from England and America, in which characteristic they differ greatly from the French, whose national pride seems to predjudice them against every foreign innovation.

(To be Continued.)



WE have pleasure in presenting to our readers an electrotype of the Swift Safety (Model C); a perfect diamond frame, all steel tubing, with ball bearings and pedals, for \$120. This is the first diamond frame wheel we have known for less money than \$135. The Coventry Machinists' Co. state that they were the first to introduce the diamond frame into the market. The reputation of the Coventry Machinists' Company is sufficient to insure the fact that their "Model C" safety will be found to be all they claim for it, and a splendid value for the price asked.

A SELF OILING CHAIN.



WE present herewith a cut of a self-oiling chain manufactured and patented by Mr. Sterling Elliott. The single and lower part of cut shows the section of the solid steel link of the chain, the circles which show white are the holes for the connecting pins to pass through. The three dark circles show the shape of the holes which are drilled clear through the link, and which makes a slot that is filled with felt. This felt is saturated with oil, and is constantly feeding to the link pins the oil contained therein. We are told by Mr. Elliott that a chain of this kind has been in practical road use on a machine for 13 months before it became necessary to refill the felts with oil.

All the bearing parts are carefully hardened and neatly fitted. The sample before us shows an exceedingly pliable chain.

NOTICE.

To whom it may concern:

The "Perfection Bicycle Alarm" is manufactured by the undersigned under letters patent of the United States No. 285933, granted October 2d, 1883, and the claims therein are as follows:

"First.—In a bell for bicycles, the combination with the gong and base-plate, and mechanism for removably attaching said base-plate to the brake-arm or handle-bar, of striking mechanism within the gong and between it and the base-plate, the button S upon the arbor of the main spring, and the hand-lever or stop T and spring U for holding the hammer wire R and stopping the alarm, substantially as set forth."

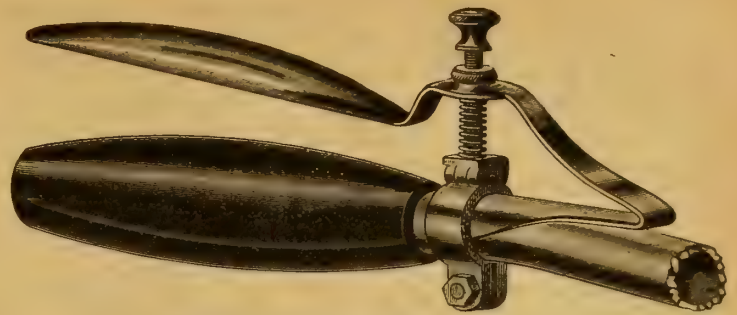
"Second.—A gong bell for bicycles, its spring and striking mechanism, in combination with the base-plate and mechanism for removably attaching the same to the brake-arm or handle-bar, substantially as specified."

The attention of manufacturers and dealers in bicycles, tricycles and sundries is called to our rights in the premises, especially under claim 2d, and the trade is cautioned against selling or offering for sale any bell containing a spring and striking mechanism with a base-plate and means for removably attaching the same to the brake-arm or handle-bar, because articles have been offered on the market that are a manifest infringement of such claim, and the seller of an infringing article is liable for damages and to an injunction, as well as the manufacturers.

By only handling our bicycle alarm bells, risks of litigation and expense will be avoided, as our rights under this patent will be enforced, especially against bells recently offered in the market containing the subject of the above claim.

GEO. R. BIDWELL,
Sole manufacturer of the Perfection Bicycle Alarm.

New York, February 13, 1890.



THE Cycle Improvement Co., 172 Lake street, Chicago, have patented an anti-vibrator that can be attached to any handle-bar, and that removes all vibration and jar from the hands and arms of the rider. The flat spring is made from the finest spring steel, bent in a manner which gives the greatest elasticity while providing against injury to the rider's hands being caught under it. The tension of the spring is adjustable. The springs are nickelled and attractive in appearance.

MESSRS. BRETZ, CURTIS & Co., of 1702-4 N. Broad street, Philadelphia, have received an immense importation of "Referee" Safety bicycles, built especially for American roads.

PREMIER SAFETIES are now on sale in nearly every city in the United States, Importer Johnson having built up within the past year a large and vigorous wholesale business in these well-known wheels. Among the arrangements for the coming season are Messrs. Fairbanks, Sanborn & Cole, who are located at 145 Columbus avenue, Boston, and who will handle Premiers in Eastern Massachusetts; Stephen Lee & Co., Springfield, for Western Massachusetts; H. J. Curtis, 98 Asylum street, for Hartford; Alcott Mfg. Co., in New Haven, and Anthony, Cowell & Co., in Providence. The Western, Southern and Middle States are well supplied with Premier agencies, unoccupied territory being rapidly taken up.

MR. A. G. SPALDING has just been elected Vice President of the Overman Wheel Co. As he is the largest sporting goods dealer in the world, this is a strong alliance for the Overman Wheel Co., as he is now thoroughly identified and permanently interested with them. By the way, we have before us the advance sheets of the Overman Wheel Co. catalogue, from which we will glean some facts of interest to our readers for use in our next week's issue.

MESSRS. SIDWELL & SABEN, of 182 Columbus avenue, Boston, write us that they have secured the New England agency for Messrs. D. Rudge & Co.'s wheels, and have samples of the '90 safeties now in stock. They will keep open Washington's Birthday until one o'clock, and will be pleased to have all call and examine same.

THE Warwick Cycle Mfg. Co. are to be congratulated upon the location of a down town agency in New York. Keefe & Buchanan will show the "Warwick Perfection," and their store is admirably situated for good trade. Kennedy-Child may well smile when he reviews his little runs to New York. With Bidwell up town, and Keefe & Buchanan down town, New Yorkers will have every chance of seeing the "Warwick Perfection."

THE new pattern diamond frame New Mail has excited quite a sensation this past week. They are out, and can be seen at Messrs. Read's warerooms; also at their agencies. It is certainly an uncommonly handsome wheel, and Messrs. Read report large orders being booked.

THE 1800 pattern of the Victor Safety can be seen at the Boston store of the company, on Columbus avenue. By all means call and see it.

A RIDING school for ladies and gentlemen, with competent instructors in charge, has been opened at 47 Franklin street, by the Pope Mfg. Co., where purchasers of Columbias are taught free, and others at a nominal price.

WE saw a splendid youth's safety at the store of Messrs. Singer the other day, and which they call the "Miniature Safety." The frame is an exact fac simile of their "Royal Singer" safety, with the exception that a ball steering is not used. The wheels are 26 inches, and are fitted with Singer's ball bearings, as are also the pedals. The price is \$75, but full value will be found in it. It is certainly a gem.

MR. FREDERICK WHITE, of the White Cycle Co., of Westboro', has just returned to this country, after a short trip to England. Mr. White was on the briny some four weeks ago, during the height of the fearful gales and hurricanes which prevailed at that time. Mr. White's description of the horrors of his experiences are thrilling. The volume of water that came aboard many times during the twenty hours' hurricane extinguished some of the furnace fires and the main saloon was frequently flooded. Captain, passengers and crew of the ship Catalonia never expected to see land again.



No. 25 Asylum street, Hartford, Conn. Issued on the first of each month. Novel ideas, accuracy, wholesomeness, honesty, en-

terprise. The best and handsomest Cycling Magazine ever published. Special articles by able writers.

Among the features of the March number will be a handsome photo-engraving of the new League officials, Messrs. Dunn, Emery, Bidwell, Brewster and Secretary Bassett.

"The American Country Roads," Forrest Morgan, Editor *Traveler's Record*.

"The Bicycle in History," J. C. Kerrison, of the *Boston Herald*.

The meeting of the National Assembly in New York, and other matters that will be of interest to you.

PRESS COMMENTS.

The first number is handsomely printed, and is full of news and good reading. —*New York Tribune*.

It is finely printed, and its appearance is most prepossessing. —*Boston Herald*. The February number is bright and entertaining. THE CYCLIST should be a success. —*New York Press*.

It is handsome typographically, and of more than ordinary literary excellence. —*Springfield Union*.

THE CYCLIST is a bright and newsy paper. It deserves the hearty support of the wheelmen of this and other States. —*Hartford Times*.

There is plenty of room for such an excellent journal. It is well printed, the general get-up is good and the literary matter well-informed and ably written. THE CYCLIST should succeed. —*Buffalo News*.

THE CYCLIST is out, and is without doubt the best paper devoted to bicycling that has yet come to this office. —*Meriden (Ct.) Journal*.

The first number will be mailed to new subscribers if desired. Subscription price one dollar a year, single copies ten cents.

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.



THE "PATENT"

SILICO ENAMEL CO.,
OF LONDON, ENGLAND,

Beg to announce that they have appointed

The Sweeting Cycle Co.

639 Arch Street,

PHILADELPHIA,

their Sole Representatives for the United States, and all applications for Agencies must be addressed to them. Agents wanted in every City, town or village on the Continent. Liberal terms. Exclusive territory given and guaranteed.

IN AND AROUND CAPE ANN, by John S. Webber, Jr., being a hand book of that most charming section of Massachusetts. It is a book equally valuable and interesting to the wheelman, tourist, the student and resident. It is illustrated finely and bound handsomely. It is one of the most complete and well written little books of the kind ever published. Price 80 cents, post paid. For sale by Bicycling World Co., 12 Pearl st., Boston.

Postage stamps not received in payment.

Suitable to All Tastes and Occasions.



Sparkling Golden Russet Oider.

The juice of russet apples treated in accordance with approved methods for Champagne.

Sparkling Crab Apple Oider.

Slightly spirituous and containing an abundance of natural fruit acid

Sparkling Sweet Oider.

Unfermented juice of sound, ripe apples, bottled fresh from the press, with carbonic gas. Sparkling and brilliant, but containing no trace of spirit.

All in Champagne style, one dozen quarts or two dozen pints per case.

Superior Old Oider Vinegar.

If your grocer does not keep our goods, write us and we will send you a case on approval, expressage prepaid.

S. R. & J. C. MOTT,
118 Warren Street, New York.
Mills, Bouckville, Madison Co.
ESTABLISHED 1865.

REPAIRS. 10 per cent. off on all Repair and Refinishing work received before March 10.

We Do This to Keep Our Shop Running.
BARGAINS.

Psycho Tandem Safety, all plated except wheels;	
all balls; tires perfect; an elegant machine,	\$175
American Rambler, new; all balls.....	105
Victor Safety, fine machine.....	80
48-inch American Challenge, all balls.....	55
50-inch New Mail, almost new.....	85
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1 Hickory Safety, almost new.....	60
48-inch Expert, especially built for fancy riding;	
nickel finish.....	60
52-inch Victor, half nickel; all balls; as good as	
new; only.....	65

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Massillon, Ohio

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SECOND VICE PRESIDENT,

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309 Olive Street, St. Louis, Mo.

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ABBOT BASSETT,

12 Pearl Street, Boston, Mass.

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Chas. F. Cossum Poughkeepsie, N. Y.

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Dr. Wm. H. Emery 109 Warwick St., Boston, Mass.
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Reinstatement.

Mr. Grant Bell of Minneapolis has been reinstated as an amateur by unanimous vote of the Racing Board.
C. S. DAVOL, Chairman.

Illinois.

A. W. Hoffman of Warsaw is this day appointed Local Consul.
W. A. DAVIS.

Illinois Hotels.

Abingdon, Commercial Hotel, rates \$2.00.
Braidwood, Cottage Hotel, rate \$1.50 per day; regular rate \$2.00.

Dixon, Nechusa House, rate \$2.00 per day.

W. A. DAVIS, C. C.

Missouri Appointment.

The Owens House, Green Top, is hereby appointed an official League hotel. Regular rates \$1.50 per day; to L. A. W. \$1.00, meals and lodging 25 cents. Show your ticket to obtain reduction. Fraternally yours,
ROBT. HOLM, C. C.

Missouri Division.

To dealers and tourists:

The Richelieu Hotel, 1312 Washington avenue, has been appointed the official League Hotel for St. Louis. Tourists and dealers are therefore requested to patronize this hotel and instruct their travelling salesmen accordingly. The Lindell is no longer a League hotel. Fraternally yours, **ROBT. HOLM, C. C.**

Grand Rapids, Mich., Feb. 15, 1890.

I have made the following additional appointments of L. A. W. hotels and repair shops:

Hotel List No. 6.

Holly, Exchange Hotel, regular rates \$2.00; L. A. W. \$1.50.
Plymouth, Rerdun House, regular rate \$2.00; L. A. W. \$1.50.
Farmington, Owen House, L. A. W. \$1.00.
Pontiac, Hodges, regular rate \$2.00; L. A. W. \$1.00 and \$1.50.
Centreville, Studden Hotel, regular rate \$2.00; L. A. W. \$1.50.
Hancock, Northwestern, regular rate \$2.00; L. A. W. \$1.50.

REPAIR SHOPS—LIST NO. 5.

Holly, Mr. Bristol, Maple street.
Three Rivers, Frank E. Brown. Fraternally,
A. B. RICHMOND, C. C.

Racing Rule Changes.

Rule A. The first sentence is repealed, and the rule now commences, "Any amateur wilfully, etc."

Rule E. Amended to read:

(1.) The following National L. A. W. championships have been established by the Board: One mile, two-mile and five-mile "ordinary" bicycle; one-mile, two-mile and five-mile "safty" bicycle, and one-mile, two mile and three-mile "tandem safty" bicycle.

(2.) The county shall be divided into seven racing districts:

District No. 1 comprising the following States: Maine, New Hampshire, Vermont, Massachusetts, Rhode Island and Connecticut.

District No. 2 comprising New York and New Jersey.

District No. 3 comprising Pennsylvania, Delaware, Maryland, District of Columbia, Virginia and West Virginia.

District No. 4 comprising Ohio, Kentucky, Indiana, Michigan, Wisconsin, Illinois and Missouri.

District No. 5, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Louisiana, Texas, Arkansas, Tennessee and Indian Territory.

District No. 6, Minnesota, Iowa, Kansas, Colorado, Nebraska, North Dakota and South Dakota.

District No. 7, Montana, Wyoming, New Mexico, Arizona, Utah, Idaho, Washington, Oregon, California and Nevada.

(3.) Each district shall be in charge of a District Racing Board, consisting of five members, to be appointed by the National Racing Board.

Each District Racing Board shall have entire charge of all matters pertaining to the running of the championships in its district. The district championships shall be contested prior to August 15th of each year, at such place, or places, as the District Racing Board may determine. District championships

are open to any League member residing in the district.

The winner and second man, in each event, may be sent at the expense of the District, to compete at National Championships. Winner and second man only in District Championships, shall be eligible to enter corresponding National Championships. Divisions may pay the expenses of members to represent them at their District Championships.

The National Championships shall be contested annually, between August 15th and October 15th, at such place as the National Racing Board may determine.

(4.) National and District Championships are open to League members only, and the trophies for National Championships shall be medals, struck from the dies owned by the League, to cost in no case more than \$50, and to become the property of the winner each year.

(5.) Privilege to hold State Championships in States where no Division of the League has been formed will be granted to clubs or authorized association when the importance of the meeting is sufficient to warrant the Racing Board's special sanction.

(6.) The National Racing Board shall give at least thirty days' notice of the location and date of the National Championships.

District Racing Boards shall give at least 30 days' notice of the location and date of the District Championships.

Rule H, amended to read: No open betting shall be permitted. The officials of a race meeting (see Rule 2) shall not bet upon the result of any race. Officials found guilty of violating this rule will be debarred from holding official positions at race meetings, for such a time as the Racing Board may determine.

Rule 32, amended to read: In a team race the position of each rider must be taken at the finish of each lap. The first man shall count a number equal to that of the contestants at the start, the second man shall count one less, the third two less, and so on. The aggregate scores of the team members shall decide the winning team. A team shall be limited to three riders, each of whom shall have been a member of the club entering the team, for at least three months previous to date of event. Each team member must also have resided within five miles of the city or town where the club has its headquarters for at least six months previous to the date of contest.

Rule 26—(new rule; old Rule 26 becomes Rule 27; 28 becomes 29, etc.) In any race, by reason of accident or withdrawal, only one contestant remain upon the track, the referee may call such contestant from the track and award him the first prize.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

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 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 229—Total 86—12,536.

BOSTON, Feb. 21, 1890.

CALIFORNIA DIVISION—1—542.

Unattached.
26283 Rager, G. W., Eureka
DISTRICT OF COLUMBIA DIVISION—2—189.

Unattached.
26245 Redman, Mortimer, 1631 16th st., N. W., Washington

26233 Thompson, E. B., 761 7th st., S. E., " "

ILLINOIS DIVISION—4—920.

Unattached.
26236 Council, W. H., Lexington
26246 Smith, Sherman, 1119 S. Water st., Monmouth
26235 Hewitt, D. S., Toulon
26234 Bachmeister, Will O., " "

INDIANA DIVISION—32—175.

Social Wheelmen.
26251 Adler, Samuel, 109 So. Mich. st., South Bend
26252 Baer, Edward, Sheridan House, " "

26253 Bowman, Fred E., 136 No. Main st., "	Suspension Bridge Bi. Club.	Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.
26254 Cushing, A. H., 508 W. Wash st., "	26266 Coe, F. J., "	INDIANA—Chief Consul, Harry T. Hearsey, 149 No. Del. street, Indianapolis. Secretary-Treasurer, A. N. Smith, Terre Haute.
26255 Conklin, F. G., 112 W. Wash st., "	26267 Watson, J. S., "	IOWA—Chief Consul, James B. Green, 711 Locust street, Des Moines. Secretary-Treasurer, Walstein Seymour, 2d and Walnut street, Des Moines.
26256 Cotton, Orchard, 520 So. Columbia st., "	26268 Carr, W. L., "	KANSAS—Chief Consul, W. C. Bradley, Western Security Co., Ottawa. Secretary-Treasurer, Otto H. Wulfekuhler, Leavenworth.
26257 Colfax, Schuyler, 623 W. Market st., "	Unattached.	KENTUCKY—Chief Consul, Andrew J. Lamb, Box 65, Louisville. Secretary-Treasurer, G. E. Johnson, 1919 Floyd street, Louisville.
26258 Clapp, Chas. W., 335 Mich. ave., "	26227 Simondsfield, S., 336 West 51st st., New York	LOUISIANA—Chief Consul, Harry H. Hodgson, 13 Carondelet street, New Orleans. Secretary-Treasurer, J. W. Dodge, 893 Carondelet street, New Orleans.
26259 Chord, Sam'l M., Studebaker Wagon Works, South Bend	26226 Frick, Jno., 6 Liberty sq., "	MAINE—Chief Consul, Dr. G. E. Dow, 507 1-2 Congress street, Portland. Secretary-Treasurer, A. L. T. Cummings, Biddeford.
26260 Davies, Wm. O., 615 W. Water, "	OHIO DIVISION—5—863.	
26261 Dunkle, Chas. H., 418 W. Wayne st., "	Unattached.	
26262 Elbel, Henry F., 522 No. Mich. st., "	26229 King, Jno. H., Alliance	MARYLAND—Chief Consul, Albert Mohr, 203 Lenox street, Baltimore. Secretary-Treasurer, G. W. H. Carr, Box 675, Baltimore.
26263 Greene, Chas. B., 513 W. Wash. st., "	26241 Clarke, Erie, V., 351 Race st., Cincinnati	MASSACHUSETTS—Chief Consul, Dr. W. H. Emery, 109 Warwick street, Roxbury. Secretary-Treasurer, Chas. S. Howard, Globe office, Boston.
26264 Hull, Geo. W., 420 No. Francis st., "	26242 Hance, Robert, 205 Freeman ave., "	MICHIGAN—Chief Consul, A. B. Richmond, 370 So. Lafayette street, Grand Rapids. Secretary-Treasurer, C. A. Conover, Coldwater.
26265 Haughton, J. R., 921 W. Wash. st., "	26248 Caskey, Carl, 78 N. Limestone st., Springfield	MINNESOTA—Chief Consul, T. M. Slosson, Box 380, Minneapolis. Secretary-Treasurer, A. W. Laird, Winona.
26266 Inwood, R. G., Sandage Skein Co., "	26230 McDonald, S. A., St. Mary's	MISSOURI—Chief Consul, Robert Holm, Anheuser-Busch Brewery, St. Louis. Secretary-Treasurer, J. H. Kelley, Smith Hardware Co., Sedalia.
26267 Knoblock, O. M., 228 No. Main st., "	PENNSYLVANIA DIVISION—11—1471.	
26268 La Pierre, L. S., 119 W. Marion st., "	Keystone Bi. Club.	NEBRASKA—Chief Consul, Frank N. Clarke, First Nat'l Bank, Omaha.
26269 McLairn, J. J., Sheridan House, "	26307 Gray, A. S., 303 Collins ave., Pittsburg	NEW HAMPSHIRE—Chief Consul, Frank A. McMaster, 101 Ash street, Nashua. Secretary-Treasurer, Francis O. Moulton, Manchester.
26270 Murphy, F. J., 831 W. Day st., "	Unattached.	NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 40 Orchard street, Elizabeth. Secretary-Treasurer, Geo. C. Pennell, Elizabeth.
26271 O'Brien, P., 732 W. Wash st., "	26243 Speer, E. Lacy, 40 W. King st., Chambersburg	NEW YORK—Chief Consul, W. Sheldon Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer, George M. Nisbett, 50 Wall street, New York City.
26272 O'Brien, S. F., 732 W. Wash st., "	26306 Walker, Geo. B., Kimberton	OHIO—Chief Consul, M. A. High, 165 Vine street, Cincinnati. Secretary-Treasurer, Dr. W. D. Kempton, 550 Freeman avenue, Cincinnati.
26273 O'Brien, Wm., 732 W. Wash st., "	26248 Howe, W. H., Phoenixville	PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Ass't Dist. Atty, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.
26274 Pfleger, W. G., 526 N. Mich. st., "	26303 Styer, John H., "	RHODE ISLAND—Chief Consul, Chas. S. Davol, Warren. Secretary-Treasurer, Nelson H. Gibbs, 218 Westminster street, Providence.
26275 Pershing, W. B., 110 W. Market st., "	26304 Van Zandt, G. L., "	TEXAS—Chief Consul, Geo. C. Arbuckle, Room 5, Merchants' Exchange, Dallas.
26276 Paxson, E. E., 101 So. Mich. st., "	26301 Ash, Chas. V., "	VERMONT—Chief Consul, H. A. Webster, Montpelier.
26277 Robinson, S. M., 925 W. Wash st., "	26302 Kent, William Saint George, "	VIRGINIA—Chief Consul, Ira B. White, 16 Nolls court, Norfolk. Secretary-Treasurer, Alex. K. Schaap, 617 E. Broad street, Richmond.
26278 Schaffer, A. F., 411 So. Franklin, "	26299 Lloyd, A. W., 243 Church st., "	WEST VIRGINIA—Chief Consul, Clarence E. Irwin, 150 No. F street, Wheeling.
26279 Stouffer, E. S., 101 So. Mich. st., "	26300 Wagoner, Frank H., Box 58, "	WISCONSIN—Chief Consul, V. Mumford Moore, 99 10th street, Milwaukee. Secretary-Treasurer, W. L. Simonds, 382 East Water street, Milwaukee.
26280 Staples, W. D., 215 N. Hill st., "	26305 Nichols, Harry G., Box 89, "	FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.
26281 Stover, W. B., Studebaker Wagon Works, South Bend	RHODE ISLAND DIVISION—2—352.	
26282 Tong, L. G., "	Unattached.	
LOUISIANA DIVISION—1—104.		
Unattached.	26309 O'Donnell, Wm., Box 145, Matick	
26237 Landry, E. A., 28 So. Charles st., New Orleans	26310 Snow, Geo. L., 205 Harr ave., Providence	
MARYLAND DIVISION—1—534.		
Unattached.	TENNESSEE DIVISION—1—102.	
26284 Crichton, MacPherson, Box 672, Baltimore	Unattached.	
MASSACHUSETTS DIVISION—2—1646.		
Unattached.	26249 Webb, Jno. M., Bell Buckle	
26238 Eldridge, Otis L., 51 Borden st., New Bedford	WISCONSIN DIVISION—3—112.	
26239 Caswell, Chas. M., 303 County st., "	Waukesha Wheelmen.	
MICHIGAN DIVISION—10—449.		
Benton Harbor Wheelmen.	26244 Rust, Hawey H., Waukesha	
26285 Tatman, Frank M., Benton Harbor	Unattached.	
26286 Nickloy, Fred W., "	26231 Kiss, E. J., 244 Hanover st., Milwaukee	
26287 Ball, Israel, "	26232 Tiffany, F. G., 485 So. 11th st., La Crosse	
26288 Chapman, Will, "	UTAH—1—13.	
26289 Rouse, Elmer E., "	Unattached.	
26290 Terry, Jos. H., "	26250 Peabody, Alfred H., care Com'l Nat'l Bank, Salt Lake City	
26291 Huntington, Henry R., Box 254, "	Division Officers.	
26292 Peck, Myron S., "	CALIFORNIA—Chief Consul, R. M. Thompson, Oriel Hotel, San Francisco. Secretary-Treasurer, W. D. Sheldon, 126 Davis street, San Francisco.	
26293 Ireland, Chas. A., "	COLORADO—Chief Consul, Edward S. Hartwell, 1319 Sixteenth street, Denver.	
26294 Sweet, Chester C., "	CONNECTICUT—Chief Consul, David J. Post, Drawer 11, Hartford. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.	
NEW JERSEY DIVISION—3—631.		
H. C. W.	DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington.	
26225 Edick, F. B., 110 Sipp ave., Jersey City	DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1230 Pennsylvania avenue, Washington. Secretary-Treasurer, W. H. Stearns, 1421 G street, N. W., Washington.	
Unattached.	ILLINOIS—Chief Consul, Wm. A. Davis, 340 South	
26248 Crozer, Forrest, 217 Mercer st., Trenton		
26247 Brokaw, Adam E., Box 225, "		
NEW YORK DIVISION—7—2155		
Harlem Wheelmen.		
26223 Prince, E. S., 1920 Vanderbilt ave., New York		
Long Island Wheelmen.		
26240 Benoit, A. H., 47 Monroe st., Brooklyn		

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—Enclosed you will find \$..... for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Date..... Name.....

Club..... St. and Number, or Box.....

References..... City.....

State.....

Enclosed..... for Holder.

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

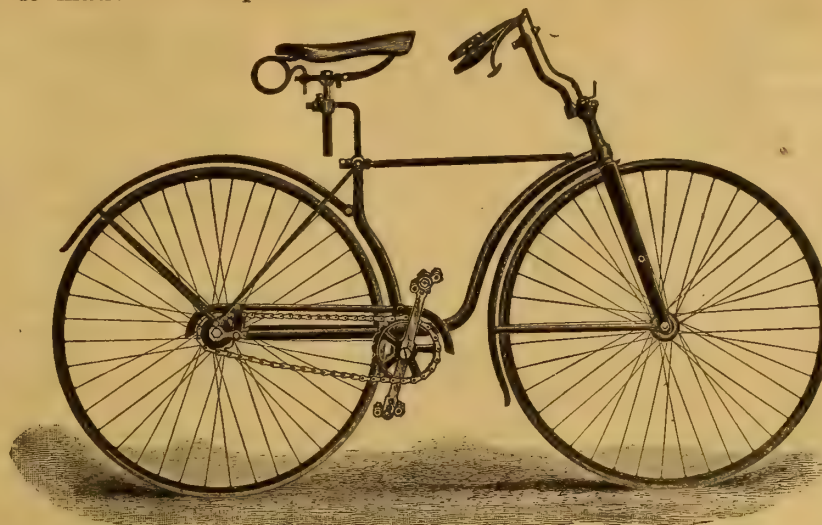
MEMBERSHIP FEE.—The initiation fee is \$1.00; the Annual Dues are \$1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose \$1.50 with this blank on any date between date of paper and May 1, 1890. Write plainly—Printing preferred. Postage stamps will not be received.

IF you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and pocket for personal cards send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using this blank

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Ladies' Wheel.

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G. R. BIDWELL, 313 West 55th Street, New York.

For Northern New Jersey, **E. ALSDORF & CO.**, 11 Academy St., Newark, N. J.

For Southern New Jersey, and territory contiguous to Philadelphia,
EDW. K. TRYON, JR., & CO., 10 and 12 North 6th Street, Philadelphia.

For Western New York, Western Pennsylvania, and Northern Ohio,
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For Maryland, **EISENBRANDT BROS.**, 424 E. Baltimore St., Baltimore, Md.

For Southern Ohio, Southern Indiana, Tennessee, and West Virginia,
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For the Northwest,
CHAS. F. STOKES MFG. CO., 293 Wabash Ave., Chicago.

For the Southwest, **D. SNITJER**, 1012 Olive Street, St. Louis.

For the Pacific Slope,
THOS. H. B. VARNEY, Fremont Street, San Francisco, Cal.

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W. B. Johnson

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Large Buttons, 5c. each.

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No. XX Worsted Solid, League color, Snake Buckle......40

Shoes. Our new L.A.W. Kangaroo Shoes, hand made, light, strong, elastic.....5.00

No. 1, Canvas, leather trimmings.....3.50

Sent post paid on receipt of price

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Philadelphia, 1022 Market St.

CATARRH
HAY FEVER
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DEAFNESS

A NEW TREATMENT.
Sufferers are not generally aware that these diseases are contagious, or that they are due to the presence of living parasites in the lining membrane of the nose and eustachian tubes. Microscopic research, however, has proved this to be a fact, and the result of this discovery is that a simple remedy has been discovered which permanently cures the most aggravated cases of these distressing diseases by a few simple applications made (two weeks apart) by the patient at home. A pamphlet explaining this new treatment is sent free by A. H. Dixon & Son, 337 and 339 West King Street, Toronto, Canada.

Elwell European Bicycle Tour.

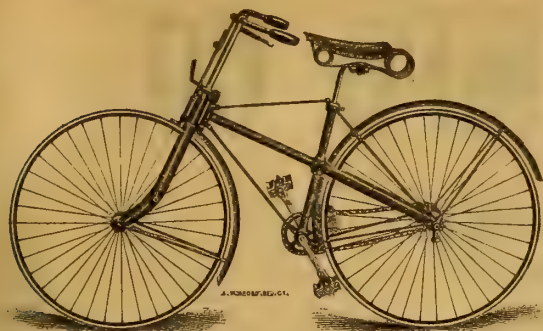
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Leaves New York June, on La Bretagne, of the French line. Berths assigned from March 1st.

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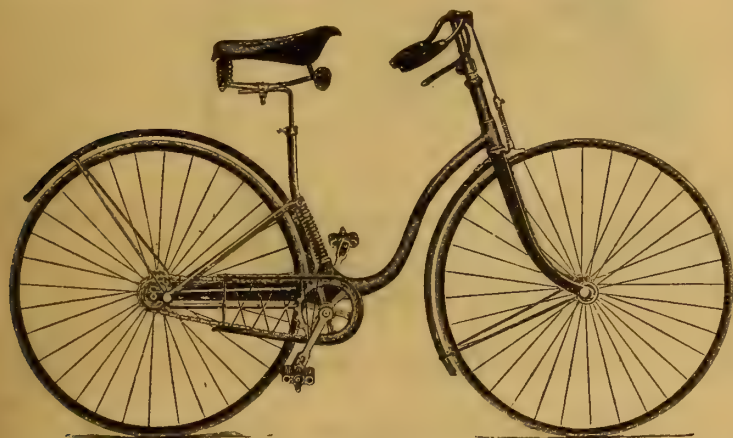
PRICE \$100.

WANT BICYCLE AGENTS.

We already have a large corps of reliable agents, but we want more. We want a representative in every city and town of any importance in the country. We want men who will neither under-rate nor over-rate our goods, men who will adhere to our price, for we have but one price.

You may not make so much on individual sales of the **HARTFORD** as on those of more cheaply constructed wheels listed higher, for we cannot afford to pay you so well; but in the long run a reputation for giving full value for the money will prove more lucrative.

THE HARTFORD CYCLE CO.,
Hartford, Conn.

**"THE WORLD DO MOVE,"**

And so do the Bicycles made by the

STOVER BICYCLE MFG. CO.

THEIR ADDRESS IS

FREEPORT, ILL.,

And they build a Spring Frame Bicycle

THAT WILL SPRING.

They also are Sole Agents in the U. S. for the

BUFFET SADDLE.

Buy it and you will ride no other. Send postal for the most artistic Catalogue ever issued.

TEN CAR LOADS.

One of the most essential points for careful consideration in connection with the purchase of a bicycle is Economy in Weight.

We find by making a very simple calculation, that a person who rides a bicycle ten miles a day, on an average, for five years, (Eighteen hundred and twenty-five days), that he would have ridden Eighteen thousand, two hundred and fifty miles, and that if the bicycle used was ten pounds heavier than he actually required, he would have carried one hundred and eighty-two thousand, five hundred pounds more bicycle per mile, ridden, than was necessary, or about two car loads per year.

Now, fix your rate per car load, and you will ascertain the value of a bicycle the proper weight.

ROVERS

range in weight from 38 to 48 pounds, and we therefore can supply a machine in accordance with a purchaser's requirements.

WE CARRY FIVE STYLES,

including the most elegant ladies' Safety in the American market.

CATALOGUE READY FEB. 20th. COMPETENT AGENTS WANTED EVERYWHERE.

THE JNO. WILKINSON CO., Sole Importers,
55 STATE ST., CHICAGO, ILL.

UNION CYCLE MFG. CO.



Ball Bearings Dust Proof and Oil Retaining.

Chain absolutely noiseless.

Patent Chain Adjustment.

"Union" Patent Saddle.

None Better.

High Grade in Every Respect.

Finish Incomparable.

THE UNION SAFETY

In General Appearance and Riding Qualities is Unequalled.

All Parts Interchangeable.

Office and Faactory, Highlandville, Mass.

WRITE FOR CATALOGUE TO

CHAS. F. STOKES MFG. CO., 293 & 295 Wabash Ave., Chicago, Ill., Agents for the North West.
J. E. POORMAN, Cor. 8th & Race Sts., Cincinnati, Ohio, Agent for Southern Ohio, Southern Indiana, Kentucky and Tennessee.

A. B. MACK & CO., 64 Euclid Ave., Cleveland, Ohio, Agents for Northern Ohio.

STANDARD CYCLE CO., 588 Main St., Buffalo, N. Y., Agents for Western New York and Western Pennsylvania.

A. O. VERY, 173 Tremont St., Boston, Mass., Agent for the New England States.

UNCLE EPHRAIM IS TIRED.

THE OLD GENTLEMAN walked into the OFFICE with a BEAMING FACE, which, but for the ineffaceable marks of time, would still be called youthful. The RUDDY TINT of health on CLEANLY SHAVEN CHEEKS, THE BRIGHT, PIERCING EYE, disdaining the HELPING EYEGLASS or SPECTACLES, THE ERECT FORM, still ROUND and PLUMP, THE SPRINGY STEP, THE MIRTHFUL LAUGH, full of HEARTY GOOD NATURE and CAMARADIE, all bespoke THE WELL-PRESERVED SPECIMEN of GOOD OLD STOCK, A MAN who had ALWAYS found THE WORLD a GOOD PLACE TO LIVE IN, A MAN who, THREE HUNDRED and SIXTY-FIVE DAYS in each YEAR, could truthfully say that he thanked HIS GOOD FORTUNE that he came upon THE SCENE OF ACTION early in the NINETEENTH CENTURY, and still was not TIRED of being here. GOOD OLD STOCK INDEED. Would there were MORE of the kind. "I want to just look through your 'BI. WORLD' and 'WHEEL AND CYCLING TRADE REVIEW' and some of the others. I heard some of the boys talking as I came along the street, about some ADV. in some of the CYCLING JOURNALS, and they seemed to be having GREAT SPORT over the VENOM (as they called it) of somebody—couldn't quite catch the name—BUT they said it was the WORST CASE of 'CRANIUM INFLATUS' they ever knew of; so I thought I'd look in and just glance over the latest numbers of the different publications in our line of literature, eh?"—(And the OLD MAN winked in a way that caused the OFFICE BOY to remark that "THE OLD GENT must have been a 'JIM DANDY' some HUNDRED YEARS ago or so.") An hour passed quickly (as hours always do in a busy office), when THE OLD GENTLEMAN laid down the last paper of the BIG PILE, drew a LONG BREATH, and remarked: "Well, I've had a TREAT. THE CLAIMS made by some of these CYCLE PEOPLE remind me of A CHAP I met once, who tried to sell me A WHISTLE MADE

FROM A PIG'S TAIL. He said that HE and ONE OTHER MAN were THE ONLY MEN in THE WORLD who could MAKE A GOOD WHISTLE out of A PIG'S TAIL. I DIDN'T buy A WHISTLE though. I told him he was only FOOLING AWAY HIS TIME, TELLING CHEAP TALES, WHICH NO SENSIBLE MAN BELIEVED, BECAUSE if ONE MAN and ANOTHER MAN could MAKE A WHISTLE OUT OF A PIG'S TAIL, some other CHAPS would be DEAD SURE to 'GET ONTO IT' if it was a desirable thing to do."

THE OLD MAN 'rose to go, and remarked: "By the way, I've just received a CHECK for \$295,000 from my MAN in THE WEST, who attends to my MINING INTERESTS there, and I'm thinking SERIOUSLY of buying some stock in THE WHITE CYCLE CO., if there's any to sell, and if there isn't, and you want to build an ELL on to your FACTORY and increase your CAPITAL STOCK, I'd like to take it all. I believe in THE BRONCHO, THREE KNOT SKOOKUM OIL, SKUDER-DRAK'S EMBBICATION, and LIVINGSTON'S SURE CURE. THE WORLD CAN'T GET ALONG WITHOUT THOSE GOODS, and I want to be A SORT of a GOOD MISSIONARY in MY DECLINING YEARS, and aid in SPREADING THE 'GOSPEL OF GLAD TIDINGS,' so to speak. I'd like to just help BOOM things a trifle." We thanked THE GENIAL OLD GENT, and assured him that the PRESENT DRIZZLE was not destined to be a LONG SHOWER, and that WE COULD TAKE CARE OF OUR OWN "DOG FIGHTS" until SOME LARGER SPECIMEN "SHOWED UP." We returned to "OUR MUT-TON," and continued our PLEASANT OCCUPATION of FILING ORDERS for BRONCHOS AND SUNDRIES. OUR SECOND EDITION OF "CATS" IS NOW DUE. IF "YOU FELLOWS" WANT ONE, SEND AT ONCE, or you will be EVERLASTINGLY TOO LATE, unless we get out A THIRD EDITION for TARDY ONES.

SEND FOR "CAT" AND AGENTS' TERMS.

WHITE CYCLE CO.,

WESTBORD', MASS., U. S. A.

COLUMBIA LIGHT ROADSTER SAFETY.



PRICE, \$135.



SPECIALTIES.



Hollow Felloes.—The only heating done to them is when the ends are brazed together. Acknowledged by all to be the most expensive and best felloes made.

Tubular Mud Guard.—For rear wheel, forming part of the frame; is the best for the purpose, as it will not rattle, and does not bend or break.

Ewart Detachable Chain.—Made of forged steel; easily oiled. Bearings do not rust in when not used.

Head Locking Device.—The best of its kind. No difficulty in making Safety stand against a wall. All Safety riders will appreciate it.

Front - Wheel Spring Joints.—They give just enough spring; rigid steering. No loss of power in climbing hills.

Kirkpatrick Saddle.—The most successful saddle ever made; the pioneer of hammock saddles.

Rubber Tires.—Made of the best rubber for the purpose; and while we do not claim they will never come off, we now claim to have the most satisfactory method of cementing tires, and invite all to examine it.

Tubing.—Is the best cold-drawn seamless steel tubing made in England.

POPE MFG. CO., 77 FRANKLIN ST., BOSTON.

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