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OFFICIAL  
BULLETIN  
AND SCRAP BOOK  
OF THE  
LEAGUE OF AMERICAN WHEELMEN

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PUBLISHED MONTHLY

JANUARY, 1918

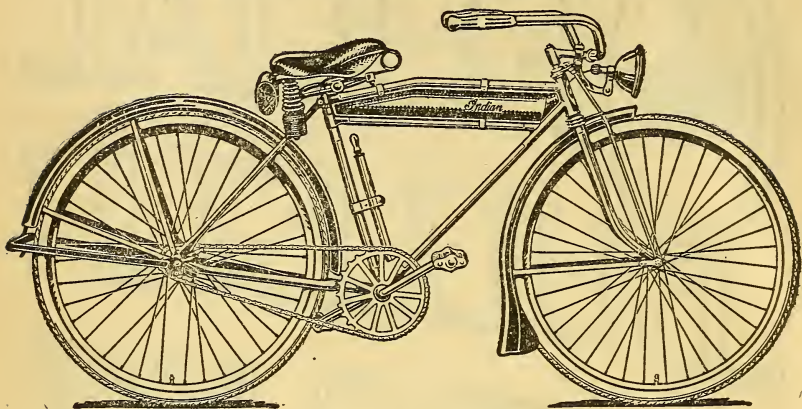
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105 Central Avenue, NEWTONVILLE, MASS.

# For Your Boy



or for yourself—it makes no difference for you will want an electrically equipped

## *Indian Bicycle*

With its motorcycle lines, Indian tank battery container, coaster brake, double forks, long-braced handlebars, electric light, and large reflector it represents the biggest bicycle value in the world.

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The electrically equipped model is priced at \$45—Ten other models ranging in price from \$26 to \$45.

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**Largest Motorcycle Manufacturers  
in the World**

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Springfield, Mass.

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W. H. Bassett  
Mar. 6, 1924.

# OFFICIAL BULLETIN

AND SCRAP BOOK OF  
THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - EDITOR

105 Central Ave., Newtonville, Mass.

## ADVERTISING RATES

\$1.50 an inch for first insertion and each new setting. Repeat insertions \$1.00 an inch

Entered as Second Class Matter, January 15, 1914, at the Post Office, at Boston, Mass., under the Act of Congress, March 3, 1879

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Vol. 16. No. 1      JANUARY, 1918

5 Cents

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## REVIEW OF THE YEAR 1917.

With this issue we greet the opening of the New Year. We turn from the dead past of 1917 with all its joys and sorrows, to the living present and the future. The year that has passed has been one of horror and tragedy. Would that we might hope for better things to come in 1918. We are presenting a few of the incidents of 1917 so far as they relate to cycling and its followers:

### JANUARY.

10. Annual meeting of the Boston Bi Club. Chas. W. Reed elected President.
20. Reunion and reorganization of the Kings County Wheelmen of Brooklyn, N. Y.
24. Banquet of Amateur Cycle Road Racing League at Winter Garden, N. Y.
24. New Haven Bicycle Club Veteran Association annual dinner.
25. Thirty-sixth anniversary of Peoria, Ill., Bi Club, organized 1881.
27. Reunion of Hrllem Wheelmen of New York at Hay-loft.

### FEBRUARY.

1. Delegates to National Assembly, L. A. W., elected.
3. Death of Horace Winslow Warren, 73 years of age. League member No. 5.



10. Thirty-eighth annual dinner of the Boston Bi Club. Organized 1878.

11. Thirty-ninth anniversary of the Boston Bi Club. Organized 1878.

11. Ladies' Night of the Newton Bi Club at Quincy House, Boston.

16. Long Island Division of the Century Road Club organized with 20 members.

27. Death of Jack Crawford, Poet Scout and Wheelman.

### MARCH.

3. Twenty-sixth anniversary of the Century Road Club Association at New York City.

8. Thirty-eighth anniversary of the Massachusetts Bicycle Club. Organized 1879.

8. Thirty-eighth anniversary of the Essex Bi Club of Newark, N. J. Organized 1879.

8. Fortieth annual dinner of the Montreal Bi Club. Organized Dec. 2, 1878.

8. Annual election St. Louis Cycling Club. F. W. Hunicke, President.

9. Annual meeting of the Cyclists' Touring Club at Manchester, Eng.

17. Annual Dinner of Milwaukee Wheelmen.

27. Thirty-first anniversary of Rover's Cycle Club of Charlestown, Mass. Organized 1886.

### APRIL.

1. Thirty-fifth anniversary of the Newton (Mass.) Bi Club. Organized 1882.

9. Death of Thomas W. Davis of Peoria, Ill. 90 years of age. League member No. 390. Riding record 142,000 miles.

12. Death of Frank P. Share, of N. Y. City. Member of National Assembly. League number 243.

12. Annual Dinner of the Newton (Mass.) Bicycle Club.

14. President Milo M. Belding born 1865.

18. Death of Herman L. Morse of East Bridgewater,

Mass. 86 years of age. Began riding 1868. League member 539.

19. Banquet of Veteran Wheelmen's Association of Philadelphia.

19. Annual meeting of Canadian Wheelmen's Association at Toronto.

28. Thirty-first annual dinner of the Rover's Cycle Club, at Boston.

#### MAY.

7. New York Division Century Road Club offers its services for the war to President Wilson.

13. Annual run of Phila. Wheelmen to Mt. Holly, N. J., by Hardly Able Cyclists.

13. Capt. Walter Grenda of Newark, N. J., rides a century on ordinary bicycle in 10 hours, 45 min.

13. Spring races at Weekly Point by C. R. C. A. Edwin Jensen wins.

17. Thirty-sixth anniversary of Keystone Wheelmen of Pittsburg, Pa. Organized 1881.

22. Thirty-eighth anniversary of Philadelphia Bi Club. Organized 1879.

26. Bicycle Day at Riverside, Calif. Parade and races.

31. L. A. W. organized at Newport, R. I., 1880.

#### JUNE.

5-13. Alan T. Bedel rides from Los Angeles, Calif., to New York City, 3296 miles, in 7 days, 16 hours, 16 min.

8-9. Lieut. E. J. Hoffman and James Urquhart drove Indian motor-cycle with side car attached, 963 6-10 miles in 24 hours at El Centro, Calif.

8-9-10. Three-day Tri-State Tour of the Nylaw of New York in automobiles, New York to Springfield, to Albany, down the Hudson Valley to New York, 444 miles.

11. Thirty-first anniversary of Roxbury Bi Club. Organized 1886.

17. Edwin G. Baker makes a 24-hour record on Indian Motor Cycle, 1386 1-4 miles, at Cincinnati, Ohio.

#### JULY.

1. Arthur Spencer of Toronto, Can., wins two-mile Championship of America at Velodrome, Newark, N. J.

1. Headquarters of F. A. M. removed from Westboro, Mass., to Akron, Ohio. Shelby A. Falor, of Akron, is the new President, and T. R. Thomas was chosen Secretary in place of Dr. G. B. Gibson. The organization is now in control of the trade.

14. Thirty-third anniversary of the Somerville Bi Club. Organized in 1884.

22. Summer Outing of the New Haven Veterans at Cosey Beach, near New Haven.

#### AUGUST.

3. Thirty-fifth anniversary of the Penn. Bi Club of Phila. Organized 1882.

5. Bicycle Touring Club founded at Harrogate Aug. 5, 1878. Renamed Cyclists' Touring Club in 1883.

17. Thirty-first anniversary of the Illinois Cycling Club. Organized in 1886.

#### SEPTEMBER.

5. Thirty-eighth anniversary of the Germantown (Pa.) Bicycle Club. Organized 1879.

7. Died at Pittsburg, Penn., Geo. A. Banker, an old-time racing man, who made a good reputation on the wheel in foreign countries.

13. Annual meeting and banquet of the L. A. W. at Boston.

13. Annual chicken run of the Peoria (Ill.) Bi Club.

14. First day of the annual Wheel About the Hub. Lunch at Cobb's. Night at Tavern, Mansfield.

15. Second day of Wheel About the Hub. Lunch at Randolph. Dinner at Nantasket.

16. Died at St. Louis, Lucien D. Cabanne, well-known bicycle racer and athlete.

16. Old Timers' race at the Newark Velodrome.

29. Good Roads Day in New Hampshire.

30. Died, J. Emory Tippet of Boston. At one time Chief Consul of Mass.

#### OCTOBER.

6. Wm. Winquist rides a century in 5 hours, 27 minutes at Long Island City.

7. Vito Cestone establishes new record from New York

to Phila. and return. To Phila. 5 hours 19 min. Both ways, 11 hours, 33 min. Distance 188 miles.

12. Thirty-eighth anniversary of Chicago Bicycle Club. Organized in 1879.

13. Nylaw fall meeting at Crescent Athletic Club, Brooklyn, N. Y.

18. Newton Bi Club fall dinner and Ladies' night at Marliave's.

28. Thirty-eighth anniversary Chicago Bi Club. Organized 1879.

28. Fall century run of the Long Island Division C. R. C. A. 150 riders in line.

#### NOVEMBER.

3. Thirty-second anniversary of the Hartford Wheel Club. Organized 1885.

5. Six-day race starts at Arena, Boston.

10. Thirty-second anniversary of the Vermont Wheel Club. Organized 1885.

23. Thirty-fifth anniversary of the Long Island Wheelmen at Brooklyn. Organized 1882.

29. Thanksgiving. Eats not rides.

#### DECEMBER.

13. Thirty-ninth anniversary of the San Francisco Bi Club. Organized 1878.

14. Thirty-eighth anniversary of the Keystone Bi Club of Pittsburgh, Pa. Organized 1879.

14. Great blizzard in New England. Wind and snow. Now sets in the coldest December on record. No more cycling. General putting away of wheels for the winter.

18. Thirty-eighth anniversary of the New York Bi Club. Organized 1879.

25. Christmas finds Santa Claus on runners.

31. Last day of all that ends this strange, eventful year. May we never see its like again.

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#### REVIVING THE LEAGUE.

Editor Official Bulletin—

Again we hear the cry from the outside which calls for a revival of the L. A. W. Those who are on the inside are

satisfied with things as they are and see no possibility of a revival. Were conditions similar to those which existed in 1880 we might repeat the experiences of that year and build up an organization in duplicate of the one that was started at Newport. But the conditions are entirely different and in the nature of things they cannot be reproduced. Forty active cycling clubs were represented at Newport and there were nearly 200 riders in the parade. Are there forty active wheel clubs in the U. S. ready and willing to lend a hand? It is not for the members of the L. A. W. to form these clubs. They must come forward from the outside. We look in vain for their coming.

One of the important issues which called the League into being was to establish and protect the rights of wheelmen. In order to hold a parade at Newport the wheelmen had to obtain a permit from the Mayor, which gave them permission to ride the wheel for that day on the streets of that city. Are not the rights of wheelmen fully secured in the U. S.? The control of racing was given up many years ago by the L. A. W. and it has been taken over by the National Cycling Association, which has proved itself competent to handle it.

The work of the L. A. W. for good roads centered in influencing the U. S. Government and the States to take up the work. The work is now well in hand. The members of the L. A. W. as I meet them are proud of the organization, its past and its present. They are proud to note the calibre of the men who accept office. They are proud of its official organ, which is a welcome visitor to every household in the membership. It gives out interesting reading matter and is read from cover to cover. The L. A. W. has in its editor the one man in the whole country who is able to do the editorial work called for by the Bulletin, and if he should leave us where shall we look for a successor?

Several years ago I was invited to be one of several members who guaranteed a certain sum yearly to save the Bulletin. Under a contract made with the life members they have been getting the Bulletin free of cost, and the members are aiding to keep faith with the life members



and to save the Bulletin. I never before contributed to a cause so readily and so willingly. It can hardly be appreciated by the recent League members how old timers love and swear loyalty to the old League. I have been a member for thirty-seven years and I have come to look upon every member as a staunch friend. If it could be possible to revive the League can any one think that the reconstructed organization would mean so much to him as does the grand old League of the present day?

I am surprised and disgustd at the attitude of the trade in boycotting the journals of organized wheelmen and advertising only in trade papers. A trade paper is one that tells other members of the trade what he is putting on sale. In the old days the manufacturers had better judgment and put the rider's paper at the head of their advertising lists. We should welcome any movement to "revive" the League, and our ear is close to the ground waiting to hear the voices of wheelmen who shall tell us the way.—Newport, 1880.

---

The Monday Club, of Boston, sat down to the final lunch of the year at Marliave's on the last day of 1917. The score showed fifty-two lunches in 1917 and fifty-two jolly occasions. There will be no cessation in the eating and our cycling friends will always be welcome at Marliave's at 12.30 on every Monday in 1918 that is not a holiday. The club orders a modest lunch at a fair price. Drop in if you happen to be in Boston on a Monday.

---

I had the privilege of being present at a most interesting function the other evening to signalize the distinction conferred on my confrere, J. C. Percy, as a recognition of the excellent work he has done in connection with Navy recruiting, in acknowledgment of which he has been granted an honorary commission in the Senior Service. To signalize the occasion some of his oldest friends entertained him to dinner, and presented him with a sword and a replica of same in the form of a brooch for Mrs. Percy. Sir Maurice Dockrell was in the chair and Capt. Clarke, of the Dublin Command, was amongst the guests.

Mr. Percy, in replying said that he would look upon the sword as a symbol of friendship, strong and true, and as such he would cherish it, but he regarded the souvenir for his wife as the most precious part of the presentation, for, while the sword would be put by as an heirloom, the brooch would be constantly worn by his wife, and would keep him always reminded of his friends. Life without friends would be like a garden without flowers. He would like his epitaph to read, "He made Friends." Success created enemies, but he always forgave his enemies because of the goodness of his friends. Nearly every man present had a son or two, and some of them three, who were fighting in the war, or who have already given their lives for their country.—"Arjay" in Irish Cyclist.

Hon. Lieut. J. C. Percy, J. P., R. N. V. R., visited Boston in 1911 and was given a reception by the Boston Bi Club. He came to Boston a stranger and left us with the warm esteem of a host of friends. We found him to be an agreeable gentleman, an enthusiastic wheelman and an all-round jolly good fellow. The day that he got that sword may prove to be a sad one for the Germans.

---

At a meeting of the Motorcycle and Allied Trade Association held in Buffalo, on November 23d, it was decided to discontinue the plans for the Chicago Cycle show, slated to be held in the Coliseum, in that city, February 18th to 23rd. Rumor has it that this action was due mainly to the action of the Bicycle Manufacturers' Association at its recent Buffalo meeting deciding not to participate in the show.

---

Little Alice, coming home from school, said: "Oh! mother, I've learned to punctuate."

"Well, dear, how is it done?" asked her mother.

"Why, when you write 'Hark!' you put a hatpin after it, and when you ask a question, you put a button-hook after it," she answered.—Brooklyn Citizen.

---

Alvey A. Adée, Second Assistant Secretary of State and L. A. W. member No. 894, was the recipient of congratula-

tions and flowers on the 27th of Nov., the day being his seventy-fifth birthday.

Mr. Adee has been in the diplomatic service forty-seven years, and has felicitated more crowned heads, condoled with more sovereigns, and handled more matters of state than any living American.

Mr. Adee was born in Astoria, N. Y. He was appointed Secretary of Legation at Madrid, Sept. 9, 1870; Charge d'Affaires at different times, and was transferred from Madrid and appointed Clerk in the State Department in 1877.

Mr. Adee rose steadily in the department, being made Chief of the Diplomatic Bureau in 1878, Third Assistant Secretary of State in 1882, and Second Assistant Secretary of State in 1886. He was delegate to the International Conference on Spitzbergen at Christinia in 1914.

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The Lincoln Highway is taking many steps nearing completion. Governor Cox, of Ohio, is in receipt of a letter from the Federal Government asking that part of the Lincoln Highway crossing Ohio be put in the best possible condition at once. Governor Cox has directed the State Highway Commission and the Highway Advisory Board to call a meeting of the County Commissioners in the counties through which the Lincoln Highway passes. The counties involved are Columbiana, Stark, Wayne, Richland, Crawford, Wyandott, Hardin, Allen and Van Wert.

---

Mr. George Turner Stebbins, financial manager of L. & M. Kahn, diamond dealers, and a life member of the Crescent Athletic Club, Brooklyn, died of pneumonia on Wednesday, Dec. 12, at the age of sixty years. He was born in Oswego, N. Y., and had been connected with the jewelry concern for thirty-eight years. He joined the L. A. W. Oct. 10, 1890, and held No. 367. He was President of the Brooklyn Bi Club for several years. He has been active in League affairs and has been a member of the National Assembly for many years. He was a member of the Boston Bicycle Club. He was a jolly good fellow and the life of every group of good fellows with which he associated.

He will be missed at the Nylaw and at L. A. W. gatherings.

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A few of our very old timers are talking about a reunion in the near future. Just where and when has not been decided. Those who have led the movement are among the very old timers who are seldom seen at League gatherings, and if they carry out the program suggested we shall see faces familiar long ago and every one with a bright smile of greeting.

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The present year seems to throw figures out of sequence, for surely eighteen comes before nineteen.

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One of the pleasantest of long-distance tours awheel during the past summer was made by A. L. Everard, of Ridgefield Park, N. J., chairman of the road racing committee of the Century Road Club of America, who left New York City, on August 16th, with Toronto as his destination. His route lay across New York State and over the bridge at Niagara Falls to Canada. Return over the outward route. He covered 1036 miles in eleven days.

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The Magazine season is now at its height. We are having much patronage though it is smaller than in former years. We are all economizing.

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Perhaps there are some who have seen a colder December than the one just past, but we are not numbered among such.

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On Jan. 24 the New Haven Bi Club Veteran Association will hold its annual dinner and a good time is promised. Our Uncle's nephew hopes to be present and shake hands with a lot of the old friends of college town. Several New Yorkers will come over and help along the jollity.

---

This first day of January, 1918, we are sending out the annual circular to call in promised subscriptions to the Bulletin Guarantee Fund, this being the fifth and last pay-



ment. We hope to have as generous response this year as we have had in the past. The heavy tax that the U. S. Government has laid upon the press may push us out existence along with a multitude of periodicals that will be unable to stand the pressure, but we hope to be able to hold out a few years more.

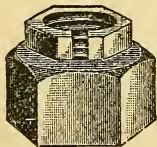
A farmer out in California had no hand plow, so he proceeded to improvise one. The body of the plow he made from an old bicycle frame. The bicycle handle-bar was taken off, turned backward and set solidly in the frame. The wheel was taken from a large gate valve. The plow-share is attached to the frame by a U-bolt.—Popular Science Monthly.

Motorist (recovering from smash-up)—Isn't that a pretty stiff bill, doctor?

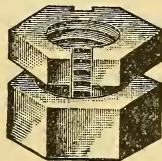
Surgeon—You don't suppose I'm going to let the other repair man do all the getting rich in this business, do you?  
—Boston Transcript.

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**105 Central Avenue,            Newtonville, Mass.**

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Organized May 31, 1880

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We invite men of good character to join us in prosecuting the good work we have undertaken.

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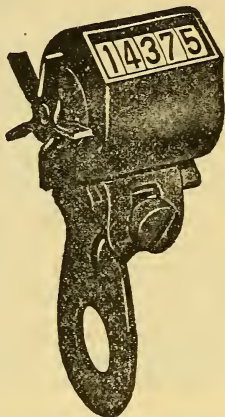
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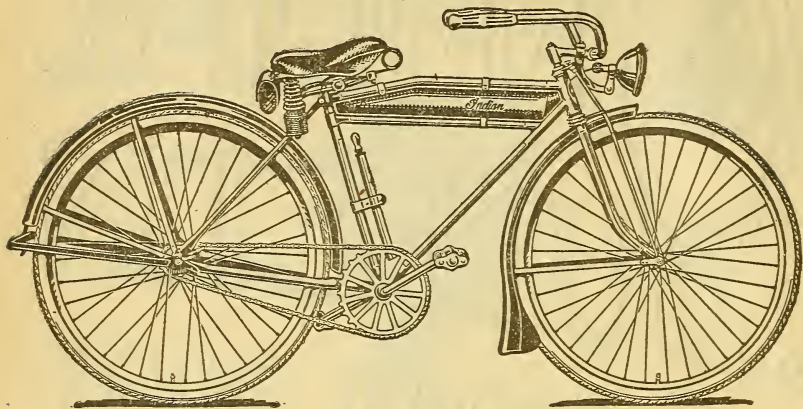
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## THE BIRTH MONTH.

February is crowded with birthdays. It is the greatest month for them in all the year. Shoals and shoals of great men were born in this month—Washington, Lincoln, Sir Thomas More, John Ruskin, Charles Lamb, Charles Darwin, Charles Dickens, Cotton Mather, Peter Cooper, Alexander H. Stephens, Frederick Douglass, Daniel Boone, Kosciustko, Talleyrand, Horace Greeley, Samuel Butler (the first and lesser), Melanchthon, Coligni, Malthus, Paganini, Ole Bull, William Tecumseh Sherman, Copernicus, Voltaire, Montaigne, Samuel Bowles, William Henry Harrison, Aaron Burr, Henry Irving, Joseph Jefferson, David Garrick, Cardinal Newman, James Russell Lowell, dear old Pepys, Emile Littré, Handel, Charles V., Victor Hugo, Arago, Henry Wadsworth Longfellow, Arthur Hallam, Renan, Mendelssohn, Sidney Lanier, Albert Sidney Johnston, Joseph E. Johnston, Thomas A. Edison, General W. S. Hancock, Henry Wilson, Jeremy Bentham, Haeckel, Susan B. Anthony, Quincy Kilby and heaven knows how many others.

Not only were more distinguished men and women born in February than in any other month, but anyone may observe, by casting about in one's own family and personal acquaintance, that it is just as great a birth And February is the shortest month in the year, too. No

month for the undistinguished as for the distinguished. distinguished person appears ever to have been born on the 29th of February, though Esstee has known at least two very nice but not famous persons who were born on that day, and who consequently had a birthday to celebrate but once in four years, and between 1896 and 1904 had no birthday for eight years.

---

It seems to have escaped the attention of the powers that be, that February affords an opportunity for a double holiday, since two of our most distinguished countrymen were born on adjacent dates. George Washington was born on Feb. 11 and Lincoln was born on Feb. 12th. What a splendid opportunity for a holiday lasting two days. Not another such chance exists.

---

There are some who will say that Washington was born on the date that we celebrate, Feb. 22. Well, he wasn't. He was born on the equivalent of Feb. 22, which is Feb. 11. Why not have the real thing and push aside the equivalent? Washington was born Feb. 11, 1732. The Julian Calendar was in use at that time. In 1752 England adopted the Gregorian calendar and in doing so they decided that the 3d of Sept. should be styled the 14th, as computed time had lost 11 days. And so what was Feb. 11 under the Old Style is now known as Feb. 22d, New Style. The fact remains that G. W. was born on Feb. 11th, and we ought to have that double holiday.

---

There are some who will say that the above has nothing to do with bicycling, and we shall not dispute them. The present winter, with its zero weather, its snow, its coal famine and its blizzards has nothing to do with bicycling and yet we like to swear at these things in good round terms. We like, once in a while, to put in a bit of information.

The Irish Fellowship of Old Timers fixed the definition of the term as indicating anyone who has cycled for twenty-five years. On the other hand, qualification for the English Fellowship was that the applicant must have ridden an ordinary bicycle, or a tricycle, prior to the year 1890. No doubt those who drew up and passed the scheme did not realize that this definition meant the eventual extinction of the Fellowship, for, in process of time, all cyclists who have ridden prior to 1890 will depart this life in the usual course of events. On the other hand, the twenty-five-year limit insures permanent continuance, so long as cyclists continue to take an interest in the pastime. It would be a great pity if such an interesting organization should gradually weaken until it finally disappears. As long as bicycles are used men will still take an interest in an organization of this nature, for it gives them an opportunity of meeting old friends and acquaintances at least once a year and reviving happy memories.—Irish Cyclist.

---

The Boston Bi Club is looking up to ascertain the number of its members in the service and the result will be announced at the annual dinner on the 9th.

---

“Bobby” Walthour, the well known bicycle racer, was not born under a lucky planet. Last December he slipped and fell on his way home from the six-day race, breaking his left leg in two places.

The famous rider had just returned from Europe after having recovered from a fractured skull as the result of a fall during a race in France. He lay at the point of death for thirty days, being unconscious during that time. After he fully recovers the use of his injured pedal operator, Walthour expects to take a position with a tire firm and travel in the south. Probably he has selected territory where there is no ice to slip on.

---

“Reading anything of a substantial nature these days?”

“No; I’m conserving all food for reflection.”

The Swiss cyclist who lives under the blight of the name Oscar Egg has gone to Paris to race. Will he be dropped or scrambled?

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W. H. Parsons has left "Motorcycling and Bicycling" of Chicago and is now editor in chief of Motorcycle and Bicycle Illustrated of New York. Other members of the editorial staff will be Frank P. Crasto, Jr., associate editor; Walter Bardgett, bicycle editor and Howard A. Florus, staff man.

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No more steel for making bicycles is the word that has gone forward in England. Manufacturers may use what they have on hand, but they can have no more.

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Arthur H. McOwen, of Philadelphia, who, in the early days of cycling, used to write for the cycling press over the signature of "Chris Wheeler," was the author of very many decidedly meritorious poems and rhymes, which several years ago were published in book form. He was one of the very best of our cycling poets. He has now taken up his pen again and produced the words and music for a Pan-American hymn with the title, "United America." It is well up to the standard of McOwen's early works and has a delightful swing to it which will make it popular.

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We like to give our readers a paper that is not full of war news and comment thereupon. But the "Tramp" gets off a great many good ones, and here is one of his latest: "That pro-Germans will go down the ages 'Hun-wépt, Hun-honored, and Hun-sung.'"

---

By the way, whoever saw a German bicycle in America, on the road or in the shop?

---

Road Commissioner—But who is to pay for such a fine road as you propose?

Citizen—The motorists. It will tempt them to break the speed laws and their fines will pay for the road.



Mr. and Mrs. Fred Atwater of Bridgeport, Conn., announce the marriage in that city on Jan. 5 of their daughter, Miss Henrietta Atwater, to Lieutenant Joel A. Goldthwait of Boston. The bride is a member of the class of 1919 at Smith College. Lieutenant Goldthwait, who is a graduate of Harvard, 1917, is the son of Major and Mrs. Joel E. Goldthwait of Boston. He is now stationed at Camp Devens in the 303d Heavy Field Artillery. Our hearty congratulations go forward to Ex-President Atwater and his wife. Their daughter has selected a companion for life from one of the best old-time families and we do not doubt she will have all the happiness that we can wish her.

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A discovery recently made at one of the committee meetings of the Pickwick Bicycle Club, of London, suggests that cycling is the next best thing to an elixir of life. It was found that the aggregate age of the thirteen members present at the meeting was 789 years, an average of over 60 years per man.

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The difference between the country and the town has been thus defined: "In the country you go to bed feeling fatigued and get up fresh. In the town you go to bed feeling fine and get up heavy and tired."

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More stars have had to be added to the Indian service flag since it first floated from the top of the Hendee Manufacturing Company's main building. The small stars denoting non-commissioned officers and privates now number 124 in place of 83 on the original flag, and there are the six big stars for the officers as before. The total is thus 130.

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After a lapse of a number of years, Salt Lake City cycle fans had an opportunity to enjoy board track racing Sunday, Dec. 23. Jack Prince, the old champion and track builder extraordinary, and Hardy Downing, opened a 12-lap saucer track in the Bonneville dance hall, located in the old Salt Palace grounds.

Local amateurs and professionals aided in making the opening meet a success. This is the same Jack Prince that taught Esstee to ride the wheel; the same Jack Prince that came to Boston from England in 1881, and a few days after getting off the steamer raced at Hingham with Prof. Rollinson, our crack rider; took a header, remounted and won the race. Good old Jack is still in the game. Long life to him.

---

The U. S. Army is to have a "Liberty Bicycle." Army officers and the manufacturers have been consulting over the details of construction and the several parts will be standardized, and bids will be asked for separate parts from all the makers. It is proposed that the "Liberty Bicycle" shall combine all the good points of the best machines with added features that will make it stand out as the best and most practical bicycle for military purposes.

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From one who has always been back:—Can the oldest wheelman come back? I have actively cycled since 1880, am perhaps the oldest wheelman, and I have come back. Saturday, Dec. 1, I rode a "Century" with a cloudy day, and a head wind, and Monday the 3rd, after a visit, rode 72 miles, and I never felt better than I did on the 4th. My ride was from L. A. to Santa Barbara, and on the return trip I called on Chas. H. Lamson, maker of the first or rather second L. A. W. badge, and had a nice visit. He knew me by reputation but this was the first time we had met. He never took to the low wheel and only rode the high one. On my return journey, Dec. 3, I ran through a flock of large brown butterflies. Think of that, you Easterner. There were about 100 in the bunch and it was quite a sight. I have saved this year by using my wheel, actually over \$25 in car fares. This is a phase that should be brought out in favor of the bicycle, and the trip I just did was to prove that I could do a Century without any harm to myself, even if I am 56 years. I made this assertion to Mr.



Schack, maker of the "Emblem" bicycle and he sent me one on which I made the run.

Lincoln Holland, L. A. W. No. 10.

Los Angeles, Cal, Dec. 12, 1917.

"I had several interesting experiences on my trip," relates Holland. "For instance, I found that most Fords cannot do better than thirty-five miles per hour. Also, that the average woman at the wheel of a car is just as wickedly inclined as a member of the male species toward cyclists. I had two experiences of this kind, although I was way over the edge of the road, and had to duck to avoid being hit."

---

San Diego held its annual parade on Bicycle Day, December 15, and it met with its usual success. Charles Fuller Gates was Chief Marshal of the parade. There was a band of 12 pieces, a business man's division, and a ladies' division. A. E. Anakin marshaled the racing men, while Carl Schroder had charge of the novel and freak bicycles, including a 54-inch Columbia and a 48-inch Star with little wheel in front, the Appeal triplet, the bucking bicycle and a bicycle with a Smith motor wheel. Julius Weisser had quite a division from his town, while Eugene Hammond and Axel Nelson led the Riverside Wheelmen's division that won the cup for the best collective feature.

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Charles G. Percival, formerly of Boston, and a very active cyclist, and L. A. W. handicapper in 1897, has been commissioned a captain in the United States Army, and has been called to the Motor Equipment Department of the Ordnance Department. Captain Percival, who is also a graduate of Harvard's medical department, has of late years been prominently identified with the motor-car industry, and one of his accomplishments was driving the famous Abbott-Detroit "Bull Dog" in 1910 to 1913 on a 100,000 mile reliability run, which included every State in the Union and south to the City of Mexico, and north to the headwaters of the Yukon River in Alaska.

Captain Percival's home is now at Tenafly, New Jersey.

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Another old-time racing man gone. Wm. W. Taxis of Philadelphia died suddenly in Texas on Nov. 23d. He was a traveling man for an automobile firm. In the early days of cycling Taxis was one of the most popular racing men in the country. He was a prominent figure at the big racing events and had many very close contests with Arthur Zimmerman.

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Dr. W. G. Kendall was elected captain for the 30th consecutive year at the annual meeting of the Boston Bicycle Club at the City Club on January 9th. Andrew O. McGarrett was chosen president and Augustus Nickerson secretary-treasurer. F. Arthur Hinchcliffe was elected to the governing committee.

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Turn back with us for a bit of history written 25 years ago. On Feb. 20, 1893, the L. A. W. held its annual meeting at Philadelphia. We who came from a distance had to plunge through a blizzard very much like the one we have lately experienced. The meeting was an important one, for several very important questions were brought up. The biggest fight was over the proposition to bar negroes from League membership. The Southern members advocated the measure and put up a big fight for it. There was a heated discussion and an interchange of some very emphatic language. The North won out and the South postponed. The next year the annual meeting was held in the South and the amendment prevailed. The League lost many members and there was no gain from the South. In 1892 the L. A. W. started the "Good Roads Magazine," with Isaac B. Potter in charge. At the Philadelphia meeting the President, Charles L. Burdett, stated that he had been offered \$25,000 for the franchise of the Magazine and had refused it. Many thought he should have accepted it and some of those who had pledged money to support the journal withdrew their pledges. So strong

was the feeling against the President that steps to impeach him were taken and a special meeting was called to meet at Buffalo later. The meeting refused impeachment and the whole thing was dropped. All this was taking place the while that the World's Fair was being held at Chicago. At the Philadelphia meeting the following officers were elected: President, Charles L. Burdett; Vice Presidents, Thomas F. Sheridan and G. Carleton Brown; Treasurer, Wm. M. Brewster. Two of the above are dead and two, though living, are no longer members. The Secretary was, at that time, a permanent officer, and he now has a lot of reminiscences of the old times stored up in the chambers of his memory.

---

A prominent figure in the cycling world has passed away in the person of Mr. Robert Todd. For many years he was the leading spirit in the Stanley Bicycle Club, and was mainly responsible for the success of the Stanley Shows. As long as he was at the helm the club derived a large income yearly from the result of these shows, and were it not that a new generation arose, who thought that they could do things better, it would probably have continued to deal with the shows in unity with the trade. Mr. Todd was a bluff, jovial character, with a strong will, and gifted to a large extent with the milk of human kindness. There was no better friend or stauncher man, and he had wonderful tact in managing difficult problems. He had the respect of everybody who knew him, not excepting even those who disagreed with him on various points. He was one of the men whom we always looked forward to meeting at the shows. He was virile and energetic to the highest degree, and had wonderful power of control over other men.—Irish Cyclist.

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When Esstee was leading the fight in America for pure amateurism, he was heartily supported by Robert Todd and a very interesting correspondence took place. At that time it was not unusual for a wheelman from

England to drop in upon us for a call and in almost every instance the remark would be made, "Why, you are the exact image of Robert Todd." To verify this we wrote to "the fellow that looks like me" and asked for an exchange of photographs. The exchange was made and we both pleaded guilty. We heartily endorse all that the I. C. says of our departed friend.

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Brown said, "I changed from low to high."

Said Jones, "That you've a car is news."

Brown said, "The deuce a car have I; I'm speaking not of gears but shoes."

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### NOMINATIONS FOR NATIONAL ASSEMBLY.

The following delegates have been regularly nominated for the National Assembly, L. A. W.

We publish in addition the members, ex-officiis.

New York—Dr. F. A. Myrick, J. G. Linsley, W. W. Share, Fred W. Brooks, N S. Cobleigh, H. W. Bullard, Fred'k G. Lee, George B. Woodward, James M. McGinley.

Ex-Off.—M. M. Belding, W. M. Frisbie, C. J. Obermayer, W. M. Meserole, C. F. Cossam, Geo. C. Pennell, Dr. L. C. LeRoy, Wm. M. Thomas, Geo. R. Bidwell, E. F. Hill, J. C. Howard.

Massachusetts—A. P. Benson, Walter G. Kendall, J. Rush Green, Chas. C. Ryder, Albert M. Skinner, Fred D. Irish, Thomas H. Hall, J. S. Dean.

Ex-Off.—Abbot Bassett, Augustus Nickerson, Sterling Elliott, Quincy Kilby, A. S. Parsons, H. W. Hayes.

Pennsylvania—Wm. L. Lockhart, P. S. Collins, A. D. Knapp, Henry Crowther, J. L. Lowther, Chas. E. Minnemeyer, Fred McOwen, George A. Gorgas.

Ex-Off.—Thomas J. Keenan, M. C. Morris, George D. Gideon.

New Jersey—A. G. Batchelder, W. S. Gingle, E. O. Chase.

Ex-Off.—Theo. F. Merseles.

Connecticut—A. G. Fisher, John N. Brooks.

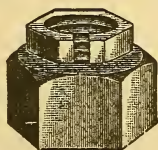


Ex-Off.—W. A. Howell, Fred. Atwater, Wm. H. Hale.  
 Illinois—C. M. Fairchild, M. X. Chuse.  
 Rhode Island—R. E. Hamlin, James Ward.  
 Ex-Off.—Geo. L. Cooke, H. L. Perkins, Nelson H. Gibbs, Hugh L. Willoughby.  
 New Hampshire—Chas. A. Hazlett.  
 Ex-Off.—Elmer G. Whitney, R. T. Kingsbury, Wm. V. Gilman.  
 Ohio—H. S. Livingston.  
 Ex-Off.—Fred T. Sholes.  
 California—Lincoln Holland.  
 Ex-Off.—Isaac B. Potter, Chas. K. Alley.  
 Michigan—W. M. Perrett.  
 Ex-Off.—H. S. Earle, E. N. Hines.  
 Kentucky—Owen Lawson.  
 Missouri—W. H. Cameron.  
 Indiana—W. G. Heberhart.  
 Maine—R. A. Fairfield.  
 Maryland—H. V. Casey.  
 Wisconsin—W. H. Field.

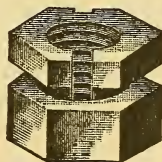
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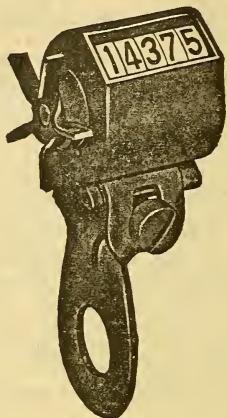
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OFFICIAL  
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OF THE  
LEAGUE OF AMERICAN WHEELMEN

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PUBLISHED MONTHLY

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MARCH, 1918

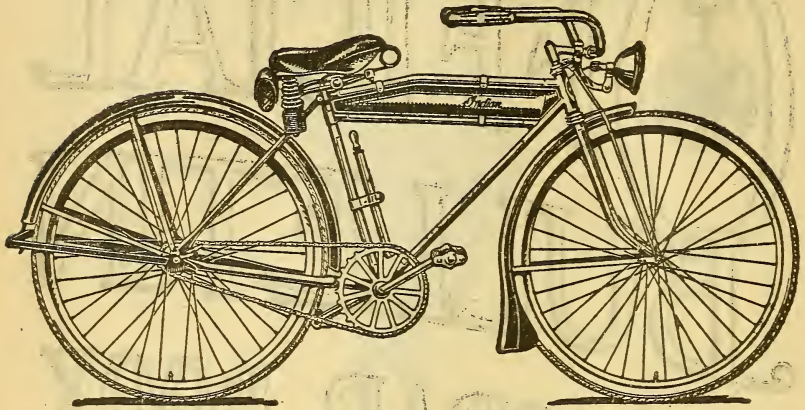
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ABBOT BASSETT - EDITOR

105 Central Ave., Newtonville, Mass.

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## FORWARD MARCH.

A long way off we know the riding season to be, but it is on the way.

The air in a bicycle tire might well be called a whirlwind.

Two old friends have left us—Lon Peck and Charley Davol. Both were intensely interested in racing, but they were never known to race. They represented the brains; the riders possessed the brawn. The combination was a good one.

A little late this month. Removal of printing office. Shortage on coal. General confusion. Couldn't be helped. Please excuse and we will try and not do it again.

If while upon your wheel you find your tire is sadly rended, don't stand and swear, but fix the tear, for "Least said soonest mended."

Our President is swimming and riding at Palm Beach. Having a hot time.

We were very late in getting to you last month, but you all know the situation. Little coal, much delay.

Wheels used in riding centuries may well be called cycles of time.

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At the Boston Bi Club dinner on Feb. 9, President McGarrett suggested an automobile trip the coming summer. He offered to take five passengers in his car and hoped other owners would offer to join the party with seats to offer. The President suggested a trip westward over the Mohawk trail and return via Jacobs' Ladder. Wouldn't that make you sit up? Get ready for a two days' outing that shall be workless and sweatless. Mountain air is what we all desire and should have.

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There is some muttering in the F. A. M. over the fact that the trade is running the organization. A correspondent of an exchange says:

"You still remember the old L. A. W.? Well, that was born in State Chapters instead of being transformed or re-born, and they did something too for the \$1 you paid a year." (It was born as a National organization. The Divisions were instituted several years later.—Ed.)

"They did something for all the riders. They did more than issue sanctions and collect the fes. They were alert to the interests of the other 90 per cent. of the riders. They rode their wheels and knew from experience the wants of the riders. They promoted good fellowship and sociability, and boosted the trade. The League of American Wheelmen was an organization of riders, for the riders, and governed by the riders, and that's what we will have to have in the F. A. M. if a cure is ever to be effected."

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### BOSTON BICYCLE CLUB DINNER

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The 40th annual dinner of the Boston Bicycle Club was served at the Boston Athletic Club House on Saturday, Feb. 9th. There were forty-three members at roll call, many of whom, in spite of the inclement weather, came from New York, Philadelphia, Providence, New Hamp-

shire and other distant points. The dinner was a good one, but that was not the important thing of the evening. The menu card was an artistic creation of C. W. Reed, the club artist. It contained a list of club members and sons of club members in the service of the U. S. A.

In the Service of the U. S. A., 1862-1865: Charles W. Reed, Chief Trumpeter, 9th Mass. Battery Light Artillery, was voted Medal of Honor by Congress for conspicuous bravery at Gettysburg.

In the Service of the U. S. A., 1918: Charles H. Kendall, Naval Aviation. Somewhere in France: George M. Hendee, Secretary Y. M. C. A.; Frank P. Sibley, Service Correspondent, Boston Globe.

Sons of members in the service of the U. S. A., 1918: Cecil R. Crowther, son of Henry Crowther, Motor Truck Unit No. 303, somewhere in France; Edmund C. Crowther, son of Henry Crowther, Base Hospital Unit No. 38; Laurence M. Crowther, son of Henry Crowther, 307th Regt. Engineers Corps, Camp Gordon; Kennerton Dean, son of Josiah S. Dean, Cadet Aviation Corps; Russell Dean, son of Josiah S. Dean, First Class Machinist, U. S. N. R. F.; Howard T. Edmands, son of Wm. H. Edmands, Sergt. U. S. Infantry, Camp Bryant; Ernest A. Glines, son of Arthur A. Glines, Chief Mach., Naval Training Sta., Newport, R. I.; Donald Graves, son of Fred C. Graves, U. S. N. R. F., Bumkin Island; Murray F. Hall, son of Thomas H. Hall, Lieut. Battery A, 102d Field Artillery, somewhere in France; Howard T. Nickerson, son of Augustus Nickerson, Field Clerk, Engineering Force, somewhere in France; C. G. C. Perreault, son of Fred I. Perreault, Chief Yeoman, Acting Pay Clerk, U. S. N. R. F., Bumkin Island; Grenville Whitney, son of Elmer G. Whitney, Ordnance Dept., somewhere in France; James H. Woodward, son of Harry A. Woodward, Ensign, Pelham Bay Park Naval Training Camp.

Andrew O. McGarrett, the President of the Club, made a dignified and graceful presiding officer, and presented a bouquet of toasts suited to the members summoned to the floor.

Chas. W. Reed gave, at the opening, a toast to "Our

Flag," which was offered while the club members stood at attention. Quincy Kilby gave the "Silent Toast" to those "who are with us no more." Letters were read from Milo M. Belding, George B. Woodward, Willis Farrington and James M. McGinley. "Boys in the Service" was responded to by Charles J. Obermayer, of Brooklyn, N. Y., who made a remarkably fine patriotic speech, eloquent with commendation and meritorious with an appeal to the duty of all for earnest and generous co-operation in the struggle now in hand across the water. Capt. Kendall addressed his speech in poetic lines to Quincy Kilby, who was "64 to-day." Thos. H. Hall sang, as usual, "Philadelphia in the Morning." Henry Crowther, who came from Philadelphia, spoke of his three sons in the service with very much affection, and urged it upon the party that although there had been much of sacrifice in the past, there may be looked for very much more in the future. Abbot Bassett told of the early history of the Boston Bi Club. He produced a bound copy of the American Bicycling Journal, the first bicycling paper in the United States, and edited by the late Frank W. Weston. The first number, issued Dec. 22, 1877, contained a call to Boston wheelmen to meet and form the first bicycle club in America, to be called the Boston Bicycle Club. The Journal for Feb. 16, 1878, published a report of the meeting on February 12, 1878, whereat the Boston Bicycle Club was organized. Mr. Bassett brought forward very much evidence to show that it was on February 12th, (Lincoln's birthday) and not on February 11th, that the club was formed. The Journal also had accounts of the first and second Wheels About the Hub, on Sept. 11 and 12th and Oct. 24 and 25th, 1878. Very much more early history was gleaned from the old-time Journal. Quincy Kilby set laughter on tap by a distortion of the initials of members, whereby personal propensities were shown. Arthur S. Kendall sang "On the Road to Mandalay." Chas. H. Kendall, now in the service, was present and told of his experiences in uniform.

Several forceful and affecting speeches were made by the fathers who have boys in the service. T. H. Hall and



Elmer G. Whitney told of their sacrifice to the country in words that won the sympathy of all present, and although the words from these were full of patriotism and willing sacrifice they did not put a damper upon the pleasure of the company. The occasion was one of wholesome enjoyment and kindly sympathy, and one to be remembered by all present. We are united in our joys, and the tie that binds is no less apparent in our sorrows.

---

Alonzo Dingley Peck died at his home in Cambridge, Mass., on Friday, February 8th. He was one of the most popular and well-known wheelmen in America. He was born at 727 Tremont street, Boston. After the death of the parents, the three brothers, A. D., A. K. and Harry H. Peck, kept the homestead running, and this was the home and these the three brothers that were pictured in Eleanor H. Porter's Miss Billy Romances.

Lon Peck was, in early years a clerk in his father's hat and cap store in Winthrop Square. He was an enthusiastic wheelman and very soon accepted a position as salesman with the Pope Manufacturing Co. He was one of the organizers of the Ramblers Bicycle Club and was its Captain. This club had a short life and when it disbanded a majority of the members joined the Mass. Bicycle Club and Capt. Peck became captain of that club. He was interested in touring and promoted many cycle tours at home and abroad. He was interested in racing and served as starter for about every race held in and near Boston. He became a member of the Boston Athletic Association, and for years was a familiar figure at its annual meets, serving in official capacities. He served for two years as vice consul of the Mass. Division, L. A. W. and many years as a representative. Lon was a big-hearted all-round good fellow and everybody's friend. It was about a fortnight before his death that the writer had a letter from him in which he expressed a wish that we get together for a good time as soon as spring should set in. He has been an invalid for ten years, but he never lost his jovial nature. The funeral took place on Monday, Feb. 11, at the Baptist church in Cambridge.



Charles Stephen Davol, of Warren, R. I., died suddenly on Feb. 5, at the age of 58 years. He was born in Fall River, Mass., Aug. 4, 1859, and was the son of Stephen and Sarah T. Davol. Mr. Davol was for a time connected with the Charlotte Mill Supply Co., located in Charlotte, N. C. In early cycling days he was in the bicycle business in Warren, was later in the jewelry business at Attleboro, and for the past three years or more has been employed as clerk by the Staples Coal Co. of Warren. He was a conspicuous figure in cycling circles for many years. Was Chief Consul, L. A. W., for Rhode Island in 1889-90, and was for several years a member of the Racing Board, and later its Chairman. He is survived by his wife, who was before her marriage, Miss Carrie E. Drown. Another good fellow and boon companion gone to his rest. He was always one of us at the Meets, Races and Conventions held by wheelmen and his presence was always an inspiration to us all. He will long live in the memories of the old time friends who knew and appreciated his spirit of good fellowship.

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Word was received lately that George M. Hendee, champion bicycle rider in the days of the old high wheels and later head of the motorcycle manufacturing company that still bears his name, although he has retired from it is now acting as Y. M. C. A. postmaster in France. Mr. Hendee went to France several months ago to help in Y. M. C. A. business administration. He now has charge in Paris of the association post office that handles the mail for the more than 1,200 workers.

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A keen enthusiast will always read a well-conducted cycling paper. He will influence his friends to get it, and develop enthusiasm amongst his acquaintances. In fact, we have always considered that a single enthusiast is more advantage to the firm advertising bicycles than a dozen casual readers. The enthusiast is known locally as an expert, and is consequently consulted when his friends and acquaintances contemplate investing. The casual

reader takes little interest in the pastime, and has no influence on others. This has been abundantly proved in the case of the British cycling papers. Until American cyclists are able to persuade the manufacturers of bicycles that it is worth advertising in papers especially devoted to the cycling public, there is little chance of forming a strong national body and reviewing the pastime of cycling, as distinct from its utilitarian uses.—Irish Cyclist.

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### CENTURY ROAD CLUB ASSOCIATION.

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Final report for the century and mileage competition for 1917 turned in by members of the Century Road Club Association, and compiled by Chairman A. R. Jacobson, shows that the interest in riding centuries as well as mileage, has not waned, and that figures for the year will show a greater improvement than for any year since 1911.

The winner of the competition was James Paul, a resident of Jersey City, N. J., with a total mileage of 10,299, included in which were 37 single centuries and 6 double centuries.

The second prize winner turned out to be Captain Meyer Cigal, of New York City, L. A. W. member No. 1030, who has since the first of the year enlisted in the United States Army, and just recently been promoted to corporal in the Aviation Corps. His total mileage was 4,490 miles, which included 19 single centuries. Cigal fought his way up into the position he finished in by persistent riding of centuries during the last two or three months.

The third prize winner was also a resident of New York City, by name of Frank McGuinness, who rode a total of 5,077 miles, and which included 12 single centuries, he having acquired a total of 6,277 points, or just 122 less than the second prize winner.

The competition, which is run on a basis of awarding one point for each mile reported and with an additional

point for each mile of a century reported, allows a member to pursue whatever sort of riding he desires.

Fifteen members reported over 1,000 miles, while a total of thirty-six members were reported as having competed in this competition throughout the year, while nine of these members previous to the closing of the competition had entered into the service of the Government.

The only triple century reported was the one ridden by Meyer Cigal, who finished in fifth position. A summary of the mileage competition report shows the following:

Position	Name	City	Mileage	Centuries		Total Points
				Single	Double	
1	James Paul,	Jersey City, N. J.	10,299	37	6	15,199
2	Meyer Cigal,	New York City	4,499	19	0	6,599
3	Frank McGuinness,	N. Y. City	5,077	12	0	6,277
4	Justin Henkel,	Baltimore, Md.	5,460	4	0	5,860
5	Vito Cestone,	New Rochelle, N. Y.	4,373	4	0	5,073
6	William Knecht,	Stapleton, S. I.	4,536	4	0	5,036
7	Wm. M. Winquist,	Brooklyn, N. Y.	3,604	14	0	5,004
8	John Nolan,	New York City	3,373	7	0	4,073
9	Mario Sissetto,	New York City	3,105	1	0	3,205
10	Louis F. Sattler,	New York City	2,461	6	0	3,061
11	Max Halpern,	New York City	2,580	3	0	2,880
12	Stephen Ahern,	New York City	1,820	5	0	2,320
13	Mike Murphy,	New York City	1,002	6	0	1,602
14	Alex Whytock,	New York City	1,357	2	0	1,557
15	Birindello Otello,	New York City	1,050	5	0	1,550
16	Geo. Steppello,	Long Island City	844	5	0	1,344
17	R. C. Soist,	New York City	537	5	0	1,037
18	Louis Irace,	New York City	922	1	0	1,022
19	Peter Brock,	Brooklyn, N. Y.	911	1	0	1,011
20	Andrew Dietz,	New York City	300	3	0	600
21	Harry Curley,	New York City	200	2	0	400
22	L. Flores,	Hoboken, N. J.	200	2	0	400
23	W. J. Winquist,	Brooklyn, N. Y.	392	0	0	392
24	Sylvain Segal,	New York City	150	1	0	250
25	Ray Caldwell,	Brooklyn, N. Y.	100	1	0	200
26	Jos. Caldwell,	Brooklyn, N. Y.	100	1	0	200
27	Wm. Corgan,	Lynbrook, L. I.	100	1	0	200
28	J. J. Marquart,	New York City	100	1	0	200
29	Irving Markowitz,	Brooklyn, N. Y.	100	1	0	200
30	Jos. Mazzoil,	Hoboken, N. J.	100	1	0	200
31	Fred M. Sanborn,	Baltimore, Md.	100	1	0	200
32	Sam Spitzer,	New York City	100	1	0	200
33	Isidor Taub,	Varona, N. J.	100	1	0	200
34	Lucien Wetzel,	New York City	100	1	0	200
35	Louis Zemo,	New York City	100	1	0	200
36	Harry Whiteman,	New York City	86	0	0	86
			60,337	160	6	77,837

Meyer Cigal is entitled to credit for a triple century in the above list. The only one made during the year.

Edwin Jensen, a member of the New York division

of the Century Road Club Association, claims the credit for the first century run of the New Year, having started at noon on January 12th, from First Avenue and East 86th Street, New York City. Jensen rode to Floral Park and Hicksville, Long Island, returning over the Jericho Turnpike as far north as Moshulu Parkway on the Grand Concourse, covering the latter part of the course twice, and finishing at 9.20 P. M. The total distance was 101 miles.

It is announced that James Paul, who won the 1917 mileage competition of the Century Road Club Association, rode the second century for 1918, finishing three hours later than Jensen. The third century reported was that of Willard Kecht, of the same organization, who rode 100 miles on January 13th. Neither of these have been officially vided as yet by the association.

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A long and honorable war record belongs to the bicycle. As far back as 1870 bicycles of the Boneshaker type were used in the Franco-Prussian war. In 1875 the Italian military authorities equipped several detachments with machines of the Ordinary type, and in 1880 most of the European armies took up the bicycle in a serious way. In this country the Signal Corps of the Connecticut National Guard adopted the bicycle in 1891.

---

Alderman Louis Rubenstein, president of the Canadian Wheelmen's Association, has issued the call for the 39th annual meeting of the association, to be held in the Queen's Hotel, Toronto, on Saturday, March 30. Invitations to attend are being issued to the new Canadian Bicycle Dealers' Association and to the Canadian manufacturers and jobbers. No new officers for the C. W. A. have been elected since the outbreak of the war in 1914, but the political pot is boiling and there probably will be several changes this year.

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The St. Louis Cycle Club reports nine men in the service of the U. S. A.



George N. Holden, Boston agent for the Indian, has just made deliveries on a large lot of 1918 Indians to the Boston Police Department. He is holding a big sale on a number of 1915 and 1916 machines, which were taken from the local police force in exchange for the new models. Some are single-speed and some three-speed models. The Boston Police Department has been using Indian machines for the last ten years.

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Figures can be made to tell queer stories. Any one would suppose tht New York, Penn. and Mass. would stand at the head of any list that undertook to show the States that had the greatest number of autos. And we find an exchange that finds a way to push the big States out of the line and puts the small States in the lead. Hear him tell it. With an average of one automobile to every nine persons in the State, Iowa ranks first among the states of the Union in the number of automobiles per capita. California stands second, with a car to every ten persons. Nebraska runs close to California and Kansas and South Dakota stand in fourth place with every 13th person owning a car. Alabama, with a car to every 81 inhabitants, stands lower than any other state.

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On account of the increase in second class postage effective next July, the price of magazines will undoubtedly be increased in the near future. Let us quote you the lowest prices NOW.

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The rustless rim and the rustless spoke we have had with us for many moons, but the cycle, rustless in every part, is a refinement yet to come. Some of our members yearn for it, and argue that if we can have steel table knives that will neither rust nor stain, why not bicycles of the same material, machines that will need but a wipe over with a cloth to keep them ever in their pristine glory? Always on the alert to follow up enquiries of this sort, we approached several of our leading cycle makers, asking whether the suggestion contained the germs of a possible new development. Alas!—as they say in the House—"the



reply is in the negative." Not one of our correspondents is sanguine as to whether steel treated in this way would be suitable for making into tubing, as it would prove exceedingly difficult to draw into tubes of sufficient thinness, and, even if it could, some coating would be required to cover up the joints. All consider that the cost would be prohibitive. Crushed again!—C. T. C. Gazette.

### NATIONAL ASSEMBLY DELEGATES

It has become customary in the L. A. W., when there have been but single nominations for representatives to the National Assembly, in order to avoid the expense and trouble of a mail election, for the president to declare the election of the candidates named.

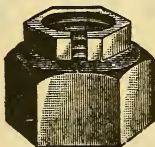
Following this precedent, therefore, and by virtue of the authority vested in me as President of the League of American Wheelmen, I hereby declare the several candidates who have been nominated to be duly elected, and I add to this a most earnest invitation to every delegate to attend the next National Assembly, which will be held in Boston, Mass., Sept. 14, 1918.

Milo M. Belding, President.

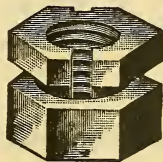
Palm Beach, Fla., Feb. 11, 1918.

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Organized May 31, 1880

An organization to promote the general interests of cycling, to ascertain, defend and protect the rights of wheelmen; and to secure improvement in the condition of the public roads and highways.

We invite men of good character to join us in prosecuting the good work we have undertaken.

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**OFFICIAL  
BULLETIN  
AND SCRAP BOOK  
OF THE  
LEAGUE OF AMERICAN WHEELMEN**

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**PUBLISHED MONTHLY**

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**APRIL, 1918**

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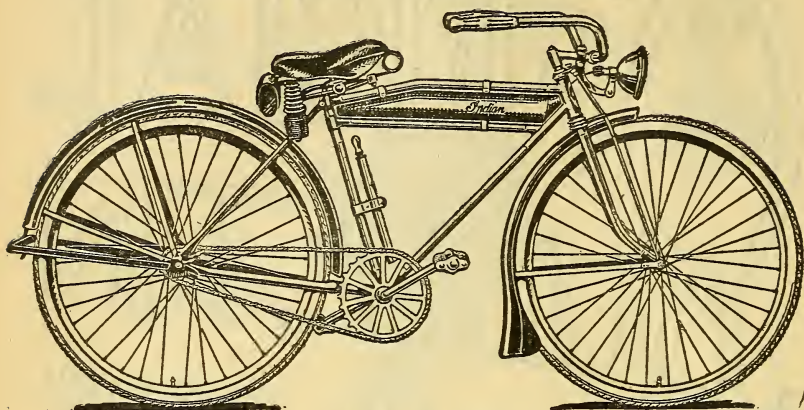
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# OFFICIAL BULLETIN

AND SCRAP BOOK OF  
THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - EDITOR

105 Central Ave., Newtonville, Mass.

## ADVERTISING RATES

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## THE JOYS OF SPRING.

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Now opens the renewal season. A very large proportion of our members dates back to the time when all memberships dated April 1. We hope for a generous response to our appeal for renewals from the old-timers.

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In the early days of cycling this was the time to engage in cyclistian joys, and the first Thursday of April (Fast Day) saw the highways populated with wheelmen.

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We are all behindhand a bit just now. The war, the weather, the shortage of labor, delay in getting material, and a lot of other rough roads of obstruction. Even the little Bulletin is getting into the habit of being late. If this thing gets on to the nerves of the reader, just give a thought to the nerves of the editor and be patient. His nerves have received a few punctures and many blow-outs and an occasional blowing up from impatient members. We hope for better things later.

---

Important Staff Officer (on urgent business)—Why have you stopped?

Chauffeuse—There's such a dear little cat in the way, sir.

Get an early start this year. Have your bicycle ready for the first good going that happens along. We hope to meet you on the road.

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The F. A. M. is going to incorporate. This is one of the steps that the L. A. W. would not take. There is no National corporation law and for a society to incorporate means that it shall be a State society and that all business and elections shall take place within the State of incorporation. The L. A. W. used to distribute its favors and hold its meetings in the different States. Thus we came in contact with many members in their homes and had many very pleasant experiences. True it is that at present we are meeting in one State only but with our small membership we have to consider expenses, and other considerations.

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The old-timers' reunion proved to be a decided success. There were twenty-six at table and twelve of these were members of the L. A. W. The meeting was held in February because of the fact that the annual meeting of the L. A. W. was, in the early days, held in that month, but after several experiences during the most inclement month of the year, the League decided that the summer and fall months were the better for traveling purposes. The L. A. W. holds its meetings in early September and the combination of the annual meeting and the Wheel About the Hub on consecutive days has resulted in very flattering results. It is seldom that we get less than fifty at table and all of these are League members.

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Instead of holding one meeting and hoping to get members from distant points, it would not be a half-bad idea to have several gatherings. Several years ago we used to have a "League Day" and we had dinners in New York, Philadelphia, Boston, Chicago, Hartford and very many other places with exchanges of telegraph dispatches between the different tables. The

plan worked well for several years and many regrets were expressed when the plan was given up.

---

Joe Schieder, of Buffalo, is known as the "flat-floor cyclist" because he prefers a flat floor to a saucer-shaped track. On January 19th he won a mile handicap in 2:16 1-5 at the games of the 74th Infantry, N. Y. G.

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Shelby A. Falor, president of the Federation of American Motorcyclists, has formed a plan to reorganize the F. A. M. into a National body which will have a general supervision over national affairs. State bodies will control all local sports and contests; these State bodies will be under rider control and will elect the National officers. The annual dues will be \$2 and this fee will be divided fifty-fifty between National and State organizations. The dues are payable quarterly. The president will be assisted by an advisory council, consisting of Frank J. Weschler, Arthur Davidson and a representative from each of the trade journals. One of the members will offer a silver cup to the F. A. M. member who turns in the largest number of new members during the month of April, 1918, the date proposed for the initial start of State chapters.

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Miss Wheeler had been instructing the class and had spoken at some length about the rhinoceros family.

"Now, Alice," said she, "name some things that are very dangerous to get near to and that have horns."

"Automobiles," promptly replied little Alice.

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George M. Hendee is in France in connection with the Y. M. C. A. Arthur Lumsden is also in France, where for a considerable number of years he has been manager of the Goodrich plant in that country. Recently these two, former champions of the wheel, met and exchanged reminiscences of the days when they were wheel heroes, one in Springfield, Mass., and the other in Chicago. Lumsden was of a later vintage than Hendee, and it was "Lummy" who gave Willie Windle



and Arthur Zimmerman such an interesting time at Peoria when that Illinois meet figured as the "Springfield meet of the West."

Not many months ago at the annual reunion of the Hartford Wheel Club, Hendee entertained the party in the afternoon at his famous Hilltop farm, a few miles out of Springfield. Despite the competitive fame which they all attained, there were never four more unassuming men than Hendee, Lumsden, Windle and Zimmerman. "Joe" Goodman is one of the main accelerators of the annual meeting in Hartford, and he has in mind after the war period an affair there which will include this famous cycling quartette.

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Representatives from all the cycling clubs in the metropolitan district were present at the first annual dinner of the New England Wheelmen of New York, given at Bismarck Hall, 206 East Eighty-sixth street, on the evening of February 27.

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"The Bicycle News," of New York, which was started, under the editorial management of Richard F. Kelsey, three years ago, has been merged with the "Motorcycle and Bicycle Illustrated" of New York. The paper was one of the brightest and newsiest that came to our desk and it is to be regretted that it has gone out. It would seem to be a bad year for bicycle papers, but there are a few of us left in the field.

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### OLD-TIMERS' REUNION.

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Very many wheelmen who have the right to affix O. T. W. to their signatures met at the Hotel Martinique, New York City, on Feb. 22, 1918. It was a get-together of old-time friends who brought to the gathering great stores of reminiscences and memories of the early days of cycling. The dinner was the result of a luncheon at which George R. Bidwell and Henry Crowther were present a short time ago, when the affair was suggested. As George very aptly put it:



"Henry, do you realize this is a great privilege that you and I are enjoying? That after thirty years we are sitting down together breaking bread, still able to give a good account of ourselves, while so many of our friends have passed into the Great Beyond?" It touched a chord of memory, and the result was the present dinner. Invitations were sent out to as many of the old friends as could be reached. Forty acceptances were received, but no more than twenty-six sat at table.

Henry Crowther opened the after-dinner exercises with Oliver Wendell Holmes' familiar poem, "Come, Dear Old Comrade," and presented Mr. Bidwell as presiding officer. Among the more prominent of the former bicyclists present were: Sam A. Miles, known to all automobilists as the manager of the national automobile shows; Charles E. Duryea, who has been a pioneer in both bicycling and automobiling; William M. Frisbee, of New York, the present second vice-president of the L. A. W., who has been a continuous member since 1880, and who is No. 6 on the membership list.

Philip W. Westlake, formerly chief consul of the Connecticut State Division, was present, although ill and feeble. He declared he simply couldn't stay away from any gathering of the old-timers, no matter what his physical condition. Others present included Charles E. Salter, C. M. Brown and Mr. Chase, Chicago; Mr. Hesselstine, of the Boston Bicycle Club; W. W. Share, A. T. Merrick, Dr. Louis C. Leroy, George C. Pennell, R. G. Betts, John C. Wetmore, Marriott C. Morris, Wm. H. Hale, W. L. Lockhart and others.

In his opening remarks chairman Bidwell spoke of the early achievements of the L. A. W. and added that he looked upon this getting together of the kindred spirits of the wheel as merely the beginning of something permanent and something worth while. He hoped to see such a gathering made an annual feature, either in New York or in some other city equally accessible.

Henry Crowther, who followed the chairman, spoke of the many letters he had received in response to his notices from former well-known wheelmen who were

unable to be present because of prior engagements and other causes. He moved that the chairman appoint a committee to make the "get-together dinner" of the old-time L. A. W. officials an annual feature, and this was received with enthusiasm and carried unanimously.

Marriott C. Morris, the second speaker, spoke for the L. A. W. as it is today. "The grand old organization still lives," said he, "cared for by a handful of its former members who are still loyal to its interests and to Abbot Bassett, who has been its secretary-treasurer for more than a quarter of a century. And I want to ask those," continued Mr. Harris, "whose loyalty has cooled, whose fealty has been forgotten and whose interest has flagged, to come back into the organization once more. If our memories of wheeling days are pleasant, we should not be neglectful of the fine old organization that made this possible."

John C. Wetmore, New York journalist, spoke of the L. A. W. as having been the greatest and strongest fraternity that this country ever saw, and said that its old fraternal spirit ought to be perpetuated in a new league of former riders, the only membership qualifications being that the applicant had ridden the old high wheel and that he come to these annual gatherings.

Charles E. Duryea humorously described the first bicycle he ever owned, which he made himself out of materials found on his father's farm. It was neither graceful in form nor light in weight. "But, anyhow," said he, "it was rideable. My second wheel had a cast-iron saddle, and after one experience with that I invented the Duryea saddle, which some of you may remember." Mr. Duryea added that no other sport ever equalled bicycling in its power of selecting its votaries, not even automobiling, for if an automobile owner hadn't the necessary ability to drive his car, he could hire someone to do it for him. Not so with the bicyclist, who must ride, manage and propel his conveyance, unaided by outside help. Automobiling owed more to the bicycle than it was aware of, for, in his opinion, the rubber tire made the bicycle, the bicycle made the pneumatic tire, and the pneumatic tire made the automobile.

"Sam" Miles, when called upon to speak, gave some reminiscences of old-time L. A. W. politics and the stormy assembly sessions that not infrequently took place during the presidencies of Dr. Beckwith, Isaac B. Potter, Charles H. Luscomb, Sterling Elliott, and others. He said that time had softened the old animosities and fraternal feeling was taking their places. He expressed the hope that these meetings might be perpetuated by means of a permanent organization.

Charles E. Doddridge helped along the enjoyment by contributing a very fine whistling solo, and then told a hitherto unpublished and amusing story of Collector Bidwell's political career in New York City.

R. G. Betts spoke of himself as an old-time bicycle rider who still actually rides, and expressed the hope that the League might come back and exert the power it once did. He said there could be no doubt as to the kind and quality of the service the old L. A. W. had rendered to its members, because the F. A. M., when that organization began to control the national activities of motorcyclists, found that practically all the good things had previously been done by the League. Letters of regret for inability to be present were received from Abbot Bassett, Milo M. Belding, Quincy Kilby, George B. Woodward, John B. Kelley, W. S. Bull, Jos. Pennell, C. J. Obermayer, Elmer G. Whitney, D. J. Post, Frank Egan, Fred G. Bourne, J. S. Dean, W. G. Kendall, Paul Butler, A. O. McGarrett and a host of others.

---

The transport steamer *Tuscania* was sunk off the Irish coast by a German submarine on Tuesday, February 5. Among those on board was Meyer Cigal of New York City, who holds No. 1030 as a member of the L. A. W. Cigal is a corporal in the United States Flying Corps and was formerly captain of the New York Division Century Road Club Association, and had only enlisted in the service about three weeks before he was shipped abroad on the *Tuscania*. He also has an honorable discharge from the United States Army after four years of service previous to his recent enlistment. A cable-

gram has been received telling of his safe arrival in England. Cigal won second place in the yearly contest of the C. R. C. A., having made 19 single centuries and one triple century during the year of 1917.

---

Robert K. Livingston, of Cincinnati, Ohio, son of H. S. Livingston, a veteran member of the L. A. W., is "over there" in the Engineering Corps. He went over on the Tuscania last December and arrived safely on the other side. This is the transport that was later sunk by a German torpedo. He writes home: "We entered the danger zone and an order was given to wear life belts at all times and sleep in clothes. I hadn't had mine off for two days." Livingston is now in France, and has written a number of interesting letters detailing his experiences there. Eggs, he reports, are \$1 a dozen.

---

The old-time wheelmen of Terre Haute, Ind., have formed an organization. It came into being at a recent meeting at the Elks' Club when bicycle riders of the old days gathered at an informal Dutch lunch to do honor to one of their number and to recall incidents of their riding and racing careers. The membership will be confined to those who were members either of the Terre Haute Wheelman's Club or the Wabash Cycling Club, and the name selected was "Old-Time Wheelmen."

The gathering was in honor of J. Fred Probst, 71 years old, who, July 1 last, made a century run. On that occasion a number of old-timers met him before he finished the run and these conceived the idea of presenting him with a loving cup, which was done that night.

The cup is a beautiful silver token about 18 inches tall and bears on one side the inscription: "Presented to J. Fred Probst by Members of the Old Cycle Club in Token of His 100-Mile Run on His 71st Birthday, July 1, 1917."

---

Salt Lake City did not take very kindly to the indoor bicycle track proposition at the Bonneville dance hall. It is said that the promoters, Hardy Downing and John Shillington "Jack" Prince, lost heavily on the venture.



John R. Williams, 64 years old, and life member of the L. A. W., died at San Antonio, Texas, on February 15. His home was at St. Louis, Mo. He joined the L. A. W. Aug. 9, 1895. Was Chief Consul of Missouri, 1900-01-02. He was selected as chief of his division at a time when interest and enthusiasm in cycling was rapidly declining and there were few whom he could rely upon to assist him in his efforts to hold up the organization. Nevertheless he pursued the main objects of the League with enthusiasm and cyclists in St. Louis enjoyed very many advantages during his administration. The division was heavily in debt and he quietly advanced his own funds to defray expenses. His was a most likeable personality. Quiet, unassuming, of broad vision and very public-spirited. He was an expert accountant and has held important positions with many of the largest manufacturing concerns in Missouri. He was an apple expert and his orchard at Barry, Mo., is well known to the apple growers of the county. He was not represented in cycling affairs for the past 15 years, but his memory will be treasured by the few old members of the League who are still in St. Louis. G. L., Jr.

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Former President C. P. Staubach of the Century Road Club Association, who was also the first cyclist to establish a record between New York and Philadelphia and return, offered for competition a perpetual trophy, called the "Staubach Trophy," for the course covering the same record which he established in 1895. In those days the roads between New York and Philadelphia were not of the best, and consisted mainly of macadam and dirt roads, as well as cycle paths.

Staubach in a recent letter donating this perpetual trophy remarks that the record-breaking trip by A. W. Evans in 1897 was the best ride of all the six records engraved on the cup. It is, however, conceded by Eastern cyclists that the riders establishing the subsequent records during 1910 and 1911 made as creditable rides as in the years gone by, and that the ride of Vito Cestone in 1917 was also highly meritorious, even though outside pace was had.



Vito Cestone is the latest name engraved on the cup, and he will have possession of the handsome trophy until some other rider lowers his record. Those record rides are under the auspices of the Century Road Club Association, and further information may be obtained from the chairman of the road records committee, A. R. Jacobson, 149 West 98th street, this city.

---

Rochester, N. Y., has a faithful adherent of the old-time Ordinary bicycle in the person of Frank A. Ackerman, aged 62, who is a jeweler and who lives on Adams street, that city. He has been riding that type of bicycle for the past thirty-five years. Mr. Ackerman presents a picturesque figure when he takes a spin, and he rides fifteen or twenty miles every time he takes it out. He wears bicycle bloomers and leggins and, mounted five feet above the ground, pedals majestically along. It has been observed by those who see him from time to time, that his bicycle, although old in pattern, looks as clean and neat as if it had just been turned out by the factory.

"I clean it every time I return home. It is a good bicycle, and I paid \$150 for it. Yes, it's as good as new. I have had it re-nickeled and keep it in first-class condition. Yes, I think it is the cheapest kind of transportation, and it certainly provides good exercise. The only time I suffer any annoyance is when the children run out and yell at me, but considering the high cost of gasoline, the high prices of automobiles, licenses and war tax, I am satisfied.

"Yes, my wheel has an advantage over the little-wheel bicycle. With one revolution I can travel fourteen feet. It contains sixty-four ball bearings and runs as smoothly as one desires."—Bicycle News.

---

The scandal-monger has it over the chauffeur—she is never arrested for running people down.

---

A paragraph in last week's issue reminded readers of the approach of Michaelmas and its succulent concomitant, roast goose. It recalled memories of some touring experiences in which that fowl—very much alive and

active—played a part. Once when we were in Galway an amusing incident came under our notice. It should be mentioned that West of Ireland geese, whether of the male or female “persuasion,” are exceedingly powerful fliers. On the occasion in question we were approaching a large flock when the whole of them took to flight, rising in the air. Putting on top speed, we managed to keep just behind the flock. Thus we progressed for about 150 yards, when we noticed that the geese were making for an open space close to some cottages where a group of school children had congregated. The whole flock descended in the midst of the children, and the scene of confusion that followed was laughable in the extreme. Boys and girls were sent headlong in every direction, and as we passed it was difficult to distinguish which were geese and which were humans.—Irish Cyclist.

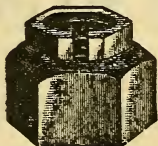
If out-door exercise should be engaged in some one should take control of the weather.

Traffic Cop (to speed-law breaker)—You’ll get \$50 for this in the morning.

Motorist—Glad to hear of it; I need the money.

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## APPLICATION FOR MEMBERSHIP

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**ABBOT BASSETT, Secretary L. A. W.**

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City and State, .....

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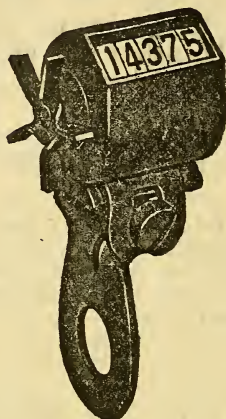
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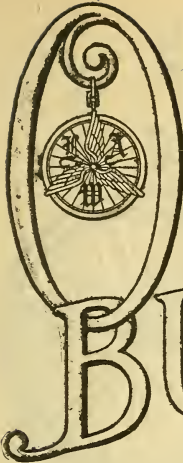
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C. H. VEEDER, President

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AND SCRAP BOOK  
OF THE  
LEAGUE OF AMERICAN WHEELMEN**

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**PUBLISHED MONTHLY**

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**MAY, 1918**

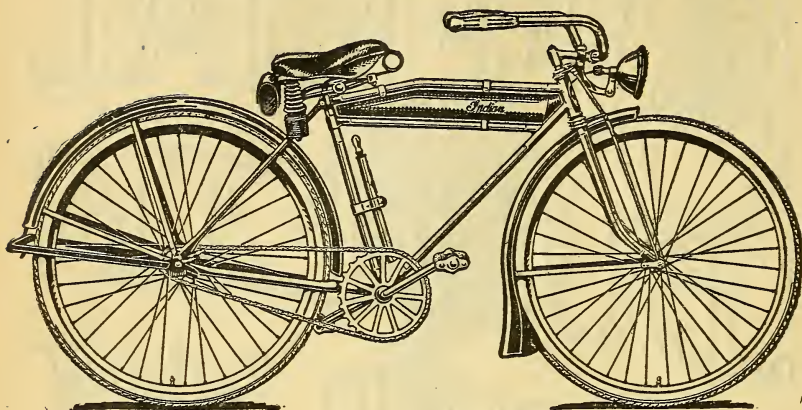
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With its motorcycle lines, Indian tank battery container, coaster brake, double forks, long-braced handlebars, electric light, and large reflector it represents the biggest bicycle value in the world.

Or if it's a daughter or wife who desires to enjoy healthful out-of-doors sport, there are models in the Indian line which give the same great value.

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**Springfield, Mass.**

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ABBOT BASSETT - EDITOR

105 Central Ave., Newtonville, Mass.

## ADVERTISING RATES

\$1.50 an inch for first insertion and each new setting. Repeat insertions \$1.00 an inch

Entered as Second Class Matter, January 15, 1914, at the Post Office, at Boston, Mass., under the Act of Congress, March 3, 1879

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Vol. 16. No. 5

MAY, 1918

5 Cents

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## AND NOW WE MAY RIDE.

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Until the L. A. W. or some other kindly disposed and wholly responsible body is put in charge of the weather department, with full authority to regulate the force and direction of the winds, the amount and distribution of the rainfall and the period and degree of heat and cold, cycling will never be the altogether perfect pastime it should be. For the bicycle and the weather are closely related, but they have not of late been on the friendly terms we could wish. The man who regulated Spring weather this year never rode a bicycle.

---

Through Charles Fuller Gates, missionary for the United Cycle Trade Directory, Florida, will see a number of races. The events will be run at Miami, West Palm Beach, Daytona, Tampa and Jacksonville.

---

Very Stout Gentleman—But I tell you this road is private and you shall not pass except over my prostrate body.

Motorist—In that case I'll go back. My car isn't very good at mountain climbing.

---

The wages of carelessness is a broken wheel.

---

In these times of war cycling clubs have many "meetless days."

Richard Pinksohn, No. 308 of the L. A. W., was, on February 28, elected vice-president of the Cosmopolitan Trust Co., of Boston. He has been connected with the United States Trust Co. ever since it started. At one time he was with the Mt. Vernon National Bank. He has been connected with the L. A. W. since May, 1889.

---

A New York preacher advises pacifists to chew tacks and get more sand. Is that what you would call hitting the nail on the head or driving the argument home?

---

Allen W. Swan, the bicycler who first rode across the country to San Francisco, on February 17 celebrated his fortieth year as organist at the Unitarian Church of New Bedford, Mass. Been playing for forty years and not yet tired. The cycle puts strength into a man that rides.

---

The Newton Bi Club held its thirty-sixth annual dinner at Hotel Napoli on Thursday, April 11. The ladies were present and added cheer to the occasion. The old board of officers, President A. P. Benson, Vice-President A. M. Beers, Secretary-Treasurer A. Bassett, were continued in office. It is a good thing to get together and the Newton Bi Club does it four times a year.

---

The loaded chauffeur is deadlier than the loaded pistol.

---

Begin to look forward to the annual banquet of the L. A. W. Make a note of it in your diary. September 12 is the date. We had a jolly time last year and we hope for just as good an one this year.

---

The Monday Club, of Boston, has resumed sessions at Marliave's every Monday at 12:30. Hungry wheelmen are welcome and pleasure seeking friends will not be turned away. Round the table companionship always promotes relaxation from care.

---

Twenty-five years ago we received a list of applicants from San Francisco by telegraph. There were 105 names



with addresses complete, and the money for same came by telegraph, also. There was a political row on and one side of the controversy sent the names in by wire in order to get a voting majority. There were 386 names to the credit of California on February 24, 1893. They were all protested, but the protest did not hold, and the names went on the list and remained there one year. It was a mushroom growth for California, but the L. A. W. profited financially. We do not look for a repetition of the occurrence.

---

This is the birth month of the L. A. W. Thirty-eight years ago on May 31, the League was born at Newport. It is a long time to our golden anniversary, but we hope that some of our younger members will live to see it.

---

Indian motorcycle business has again shattered its own records. During the first twelve days of March the Hendee Mfg. Co. reports more business done, more machines sold, than in any complete month of March in its history. The remarkable part of this report is the fact that the business is not confined to the United States alone, but comes from every civilized nation in the world where the war has not cut off transportation.

---

Combined forces of the government, states and counties will spend for highway improvement in 1918 the amazing total of \$263,096,610. This is the announcement contained in the first detailed survey of the nation's road building plan issued by officials of the touring bureau of the B. F. Goodrich Rubber Company, who have been in contact daily for two months with highway commissioners of states. While this sum seems staggering, eclipsing by 82 per cent the expenditure of any previous year, and in money figures that of 1917 by \$118,797,750, road officials of the government and states said it represented merely a "drop in the bucket" of what should be spent before the war was concluded.

---

Thomas Ward, of Hackensack, N. J., League member 317, since 1889, is doing his part in the great war. He

has given several sons to the great cause. First Lieut. Thomas W. Ward, in the 26th Aero Squadron, now in France; Irwin L. Ward, in the U. S. A. Hospital No. 8, France; Anton F. Ward, in Hospital No. 8, France; Sergt. John L. Ward, now stationed at Baltimore; Capt. E. . Fox, a son-in-law, now in the artillery at Camp Dix, who served three years as a war correspondent "over there." Also a son, H. E. Ward, a veteran of the 7th Regiment of New York. And Mr. Ward, Sr., is a veteran of the 9th Regiment, New York. A record to be proud of.

---

The 37th annual meeting of the Canadian Wheelmen's Association was held at Toronto, March 30th. Officers for 1918 were elected as follows: President, Alderman Louis Rubenstein, Montreal; vice-president, R. H. Falconer, Toronto; treasurer, Jack Smith, Toronto; secretary, H. E. Richard, Toronto; corresponding secretary, W. M. Gladish.

---

The fourth annual endurance run of the Crotona Motorcycle Club, New York, May 11-12, will be from the Bronx to Boston by way of Pittsfield, 537 miles. The route is as follows: The Bronx to New Haven, Conn.; to New London, Conn.; to Providence, R. I.; to Boston; to Worcester, Mass.; to Springfield, Mass.; to Pittsfield, Mass.; to Hudson, N. Y.; to Poughkeepsie, N. Y., to the starting point. Each of the cities named will be a checking point.

---

One "less" day that everyone will welcome will be the overcoatless day.

---

The election of State Presidents of the F. A. M. will take place during the Gypsy Tour, June 22 and 23. The first step will be the appointment of temporary State Presidents, whose principal duties will be to arrange for and supervise the election of their successors. While the men named as temporary State presidents are not barred from being candidates at the elections, it is recom-

mended that they refrain from seeking the office and devote all their energies to arousing interest among the riders in bringing out a good field of capable candidates. To this end President Falor in naming temporary presidents is selecting men who will not be candidates at the elections. It is believed that the temporary presidents can do better work if it is clearly understood that they themselves are not seeking the votes of the riders. To insure that all F. A. M. members, whether they participate in tours or not, have an opportunity to vote, those members who do not cast a ballot at a Gypsy Day Tour election will be permitted to vote by mail on special ballots. As soon as practicable after the results of all the State elections are known the newly elected State presidents will elect the national president and other national officers. It is proposed to make the annual dues \$2, of which \$1 is to go to the national organization, 50 cents to the State treasury, and 50 cents to the State president, to be expended by him in maintaining his office expenses, traveling expenses, postage, etc. The F. A. M. will be incorporated under the laws of West Virginia.

---

The Century Road Club Association is always alive to the interests of cycling. On March 22 the New York Division held its annual installation of officers for the year 1918. John Marquart, road champion for 1916, was chosen as centurion; Max Halpern, champion of 1917, was given another term as secretary; A. R. Jacobson was continued as treasurer, and Willard Knecht as captain. Sylvain Segal, former centurion, made a befitting speech before he resigned his chair as centurion. Segal has been very active in the association's doings for the past ten years, and the high standing of the association as a cycling body is largely due to his efforts.

The national officers are: President, Sylvain Segal; first vice-president, D. M. Adee; second vice-president, Paul Thomas; financial secretary, James Paul; recording secretary, Leslie Seehof, and treasurer, J. M. Mitchell. The officers of the Long Island division are: Centurion,

Ray Caldwell; secretary, A. Hoffman; treasurer, William Winquist; captain, Fred Armster.

The annual dinner of the association was held at Lorber's Restaurant, New York City, on March 30th.

The first race of the season was held on the Pelham Parkway on March 24. Fourteen members started in the race and John Marquart was winner with Max Halpern second.

On March 17 was held a blind run to somewhere in New Jersey.

The annual century run of the Century Road Club of America was held on April 7. About 70 riders participated in the contest and 45 of these secured silver survivors' medals.

Among the seasoned veterans in the run was Fred L. Perreault, of Malden, Mass., the traveling centurion of the Century Road Club of America; Patrick J. Lanphear, who weighs about 200 pounds and rides over 9,000 miles a year; . C. Yorke, of Philadelphia, Pa.; C. E. Nylander, and Harry B. Hall, all old timers.

---

Fred Patee, an old-time wheelman who cut quite a conspicuous figure in wheeling circles when cycling affairs were at high-speed mark, and who is now producing asbestos at Casper, Wyoming, opens a volume of reminiscences which his old-time friends will be glad to share with Estee:

"I came near addressing you at 12 Pearl street. The last time I saw you, you were still there, and Lon Pck and I called on you together. Remember?

"Poor old Lon. He has passed in his checks, and Davol, too. Davol was just five days older than I, and we always spoke of it whenever we met, which was often in the old days. Lon and I had a tie, too, for we both began in the hat business as boys and drifted from that to bicycles. Harry Rouse and I started the business of the Rouse Hazard Company (which afterwards became, and was for years, the largest retail bicycle business in the world) in the back room of the hat shop where I worked. The first bicycle that we sold was to Steve Tripp, and the second was to Charlie Vail, both old-time Peoria boys; the third or fourth bicycle that I sold was



to Charles Duryea, and he wanted a bicycle suit, too, so I took off the one I had on and sold it to him. For two years Harry and I ran the business that way, in the back room of the hat store, and then we moved to the Rouse building and I sold my interest to the firm and continued with them for years.

"Three of the old-timers, yes, four, are associated with me now: Charlie Vail, Mady X. Chuse, K. P. Drysdale, now with the Cleveland Tractor Co., and Wm. E. Metzger, now president of the Detroit Motor Club. Vail and Chuse still live in Peoria, but Chuse is coming out here to live and become the secretary and treasurer of this company early in the spring. This number of the Bulletin also mentions Geo. M. Hendee, whom I started in business in Springfield. He was working for Hurlburt Bros. in New York, and I went over and asked him if he wouldn't like to have a store of his own in Springfield. "Yes, sure he would, but how?" "Well, come on to Springfield with me, and we'll talk it over." He went, and the result was that I rented a store for him, paid the rent for a year in advance, and filled it with Waverly bicycles. That's how Hendee got to Springfield. And Andy McGarrett, another good old scout, I started him with the Waverley, too, and he came very near losing his job because he hired a racing man. Who was it now? He is the Packard agent in Boston now. Oh, yes, Graves. Mr. Smith wired Andy to fire him or send in his own resignation. But I heard of the wire having gone, and I wired Andy to come to Indianapolis and bring Fred Graves with him. They came and I fixed it all O. K. with Mr. Smith, and they went back happy. Afterwards I gave Fred Graves the branch at Providence, and we never had a better man.

"My, but that little old Bulletin brings back a lot of the old-timers to me. Joe Dean, with two boys "over there," and good old Crowther, with three of 'em 'over there." Remember the national assembly at Philadelphia, when Pop Brewster put the limburger cheese in the tube rose and put it in Crowther's buttonhole? Crowther was making a long report to the assembly and he kept looking around for that dead bird. Gee! It was

rich, but those were the good old days.

'It was at that assembly meeting that I introduced the Waverley bicycle at one hundred dollars. The first bicycle in the U. S. fitted with pneumatic tires for less than \$150. We stole a march on 'em. Listed the machine at \$150 in trade papers, but did not get out a catalogue till the assembly meeting, and then sprung it at \$100. Sold 27,000 bicycles in 60 days. Talk about a whirlwind!

"Another mention in the Bulletin reminds me that the Century Road Club is one of my own babies, too. Billy Herrick, F. Ed Spooner and myself were eating dinner together in Chicago. We had either been on a century or were going, and we got to talking about medals for each 100 miles, and right there we organized the Century Road Club of Chicago. We were the only members till we got a club house, and then we got a lot of them. That was what started the Century Road Club. Be mighty glad to hear from you. Most sincerely yours,  
"Fred Patee."

---

#### FROM AN OLD-TIMER.

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My Dear Friend, the Editor: The current issue of the Bulletin has just arrived, and I note with pleasure I have been honored again, this time as a representative nominated for the National Assembly.

Oh, Mr. Bassett, I wish I could convey to you the great pride and honor which I attach to this grand old L. A. W. organization and its great achievements in the furthering of its most worthy principles with which it labored for so many years with such zeal and fidelity. Chief among these its object "to secure improvement in the condition of public roads and highways." This was most naturally desired by all wheelmen as a matter of course, yet little had they builded on the permanent outcome of this one clause, as a builder for the future. This, no doubt, was the chief beginning of the present nation-wide law authorizing millions of dollars expended for permanent improvements of highways, which has

become so unanimously advocated by the different states and has inspired us as a nation builder as one of the greatest movements towards enhancing the value of both farm and city property throughout the entire country, and has already proven a great return in value; yet, who can say at this time the limit at which this enhancement will ultimately arrive?

The day for the building of this most worthy association has indeed passed, but the pleasant memories of one who, as an early devotee of the wheel has witnessed its rise and fall, together with the many pleasures in its annual race meet gatherings, can indeed envy it. In fact, they increase with each passing year. Though I have been, with few exceptions, a non-participant at these gatherings, owing to my location and inability to journey to them since my affiliation, none have taken place without my earnestly looking for the first news regarding them. In fact, I still read with unabated interest the frequent gatherings of the Eastern clubs who have remained loyal and have their banquets and association chats, but most especially the annual "Wheel about the Hub," with its resplendent associations, and I always feel as though my greatest wish in life would be to actually take part in some of these and become more personally acquainted with the few "pioneers" whose names are so familiar.

Wishing you a happy and prosperous New Year, and that you and the good old League will still see many of them, I am as ever, yours fraternally,

W. H. Field.

Green Bay, Wis., Feb. 17, 1918.

---

Just a line or two from Holland. It came not across the water, but over the plains: "During the month of February I rode my bicycle 233 miles; in January about the same. I am riding stronger than ever and expect to do my 'century' this spring near the seven-hour mark. I still maintain a six-inch chest expansion and do not see why I am not as spry as ever on the wheel. I owe all this to constant rational riding of the bicycle, coupled



with no tobacco or liquor and only two meals a day. I have had quite a few calls lately from old-timers, and it seems to me that the wheel interest is on the gain again. I do hope so, for it means so much in "Hooverizing" the strength of the nation, it can't be denied. Yours fraternally,  
Lincoln Holland."

---

### COMING BACK.

Warren H. Poley, League member No. 9, of Philadelphia, has arrived. He says: "In reply to Lincoln Holland in the February Bulletin, who asks, 'Can the oldest wheelman come back?' I would say, I can go him one better. I have been riding since 1877. First a Coventry wheel; next a Columbia No. 157; then a Royal Challenge, and for the last 15 years a Columbia chainless. I am 62 years old and can still ride 40 to 50 miles a day if roads are satisfactory." Truly the old fellows are beating the young ones.

---

### NOMINATING COMMITTEE.

The election of L. A. W. officers will take place by mail vote in August and at the National Assembly to be held September 12 in Boston. I have appointed the following Nominating Committee to present a list of candidates for the several offices that are to be filled:

Robert T. Kingsbury, Keene, N. H.

Sterling Elliott, Newton, Mass.

L. L. Buchanan, Chicago, Ill.

The first named member will act as chairman.

Yours fraternally,

Milo M. Belding, President.

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Statement of the ownership, management, circulation, etc., required by Act of Congress of August 24, 1912, of Official Bulletin and Scrap Book of the L. A. W., published monthly at Newtonville, Mass., for April 1, 1918. State of Mass., County of Middlesex.

Before me a Justice of the Peace in and for the State and County aforesaid, personally appeared Abbot Bassett, who, having been duly sworn, according to law, deposes and says that he is the owner of the Official Bulletin and



Scrap Book of the L. A. W. and that the following is to the best of his knowledge and belief, a true statement of the ownership, management, etc., of the aforesaid publication for the date shown in the above caption, required by the Act of Aug. 24, 1912, embodied in section 443 Postal Laws and Regulations, printed on the reverse of this form, to wit:—That the names and addresses of the publisher, editor, managing editor and business manager are:—Editor, Abbot Bassett; Managing Editor, Abbot Bassett; Business Manager, Abbot Bassett; Publisher, L. A. W. Publishing Co.; Owner, Abbot Bassett. Not incorporated. No bondholders, mortgages or stockholders. Signed, Abbot Bassett, Newtonville.

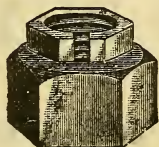
Sworn to and subscribed before me this 25th day of March, 1918. Charles A. Drew, Justice of the Peace. My commission expires Sept. 11, 1919.

All of his efforts to make the car go proved futile. "Ding the thing!" he growled. "That agent told me a child could run it."

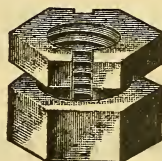
"Perhaps the agent was right," snapped the traffic cop. "Why don't you hire a child?"

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To register mileage of automobiles and horse-drawn vehicles.

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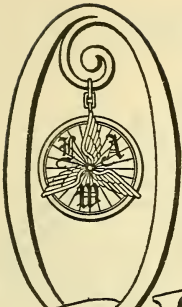
Hartford, Conn.

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**OFFICIAL  
BULLETIN  
AND SCRAP BOOK  
OF THE  
LEAGUE OF AMERICAN WHEELMEN**

PUBLISHED MONTHLY

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**JUNE, 1918**

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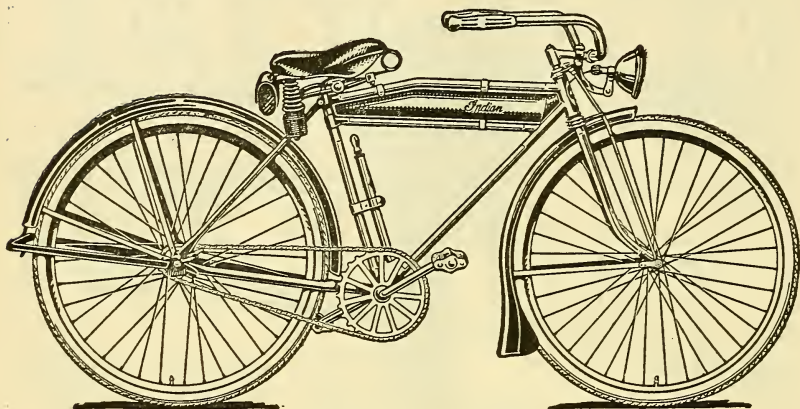
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SPRINGFIELD, MASS.

# OFFICIAL BULLETIN

AND SCRAP BOOK OF  
THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - - - EDITOR

105 Central Avenue, Newtonville, Mass.

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\$1.50 an inch for first insertion and each new setting. Repeat  
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JUNE, 1918

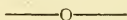
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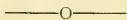
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## SPEAKS FROM THE SPOKES

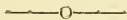
We appear this month in our new spring suit of type. If it does not set as it should please remember that new clothes are not always quite right at first but time will adjust things. Our new dressing master is to be depended upon to improve our looks and to avoid the distressing delays we have experienced in the past. We aim to get out early in the month with prejudices in favor of the first day. Esstee still sits in the editorial chair.



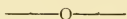
Jot it down in your diary that the annual banquet of the L. A. W. will be eaten on Sept. 12th.



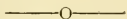
The Rovers' Cycle Club has bought a Liberty Bond. A good example for other cycling clubs.



If on your wheel you'd be genteel, five things observe with care: what wheel you ride, with whom you ride, and how and when and where.



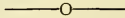
April renewals came in freely and show a large percentage of returns. And yet, like Oliver Twist, we hope for more and think we shall get them.



**Gypsy Tours.**—Gypsy Tours are scheduled for June 22 and 23 this year.

This season's Gypsy Tours will be held under the same general rules that governed last year's events. An innovation this year will be the holding of the state F. A. M. elections on the last day of the tour.

Donald McAllister of Needham was awarded \$5,000 by a jury in the Norfolk Superior Court at Dedham, for injuries received on March 26, 1917, when he was knocked from his bicycle by lumber projecting from an autotruck belonging to the Needham Lumber Company.



**The Rovers' Cycle Club** organized March 27, 1886, sat down to its thirty-second annual dinner at the Boston City Club on Saturday, April 27th. There were present twenty old-timers. The club has no other than old-time members including five charter members. The dinner commanded the earnest attention of the members and called forth many flattering remarks. The Trustees reported a balance in the treasury of \$237.55. The election of officers for the ensuing year created considerable interest since it resulted in the retirement of the old board and a complete roster of officials. President Thomas H. Hall has served as President of the club for ten years, and feeling that he had done his part asked to be relieved. The club parted with his services with much regret. He has served the club well and faithfully and given it a very prominent place in the cycling world. The new officers elected were:—

President, Edward Burbeck,

Captain, Frank R. Fritz,

Secretary-Treasurer, Henry W. Robinson,

Decoration Committee, Edward Burbeck, H. W. Robinson.

The members voted to buy a Liberty Bond of \$100 to be held in the name of the club.

A Social Membership was established to include many who wished to join the club but who are ineligible to the active list.

Addresses were made by Capt. W. G. Kendall of the Boston Bicycle Club who recited a poem upon abstemiousness regarding drinkable things.

Secretary Bassett of the L. A. W. called up recollections of the past and spoke of cycling friendships. He gave many incidents of old-time Meets, Runs, Tours, Races, etc., and claimed the record for attendance at the long list of League Meets, having been present at 23 out of the 27 that have been held.

Speeches were also made by D. C. Pierce, Henry W. Robinson, E. O. Hatch, Thos. H. Hall and others.



**Milwaukee Wheelmen.**—The Annual Re-Union Dinner of the Old Time Wheelmen took place last Saturday, and once again we met and greeted our friends of old. There were thirty-seven fellows present. Vincent Schoenecker was toastmaster. Ed. Neustadl read some interesting things on former race meets and road races. Billy Simonds gave us a "bear" story—of the "Fish-Story" brand—and owing to his dignified appearance, we never tumbled until the very end. Herman Miller, H. P. Andrae and the undersigned gave a few sketches of former years' happenings. Harry J. Rogers, of Racine, gave two selections, one entitled "The Servant of the House" and the other "Barbara Fritschie." Rogers was, as always, a real treat to the boys. Martin Rotier read an original doggerel. W. C. Neilson and Robt. Wheeler sang a number of songs. Frank Morawetz gave the "Silent Toast" which, by the way, I got from the L. A. W. Bulletin; it is so good that we were unable to improve on it. There was also a toast given to the fathers, of which there are seven, who have sons in the army; and a rousing toast given to the absent living members. Letters of regret were read, received from members who were unable to be present. When the party broke up, at about 11.30, lo and behold, they gathered around the piano, and rehearsed the old 1892 Minstrel Show, "Do You Hear Them Bells?" and "What Did Dugan Do To Him? Did He Shteah His Money? No, He Shtole McCarthy's Wife." You should have seen the faces light up, and we laughed like a lot of kids. Fred Schmitz promised to get a list of the photographs together, in order to make a stereopticon view, for next year, sure. We all had a most enjoyable time, although the spirit of the troublous times in which we are living, unconsciously put something of a restraint on the gathering.

Terry Andrae.

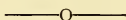
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**Chuckhole Clubs.**—The "Chuckhole Club" is an organization of persons interested in good roads, formed for the purpose of encouraging the making of minor "improvements," which in the aggregate amount to a great deal.

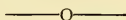
The specified "duty" of each member of a chuckhole club will be to fill one chuckhole each day. Farmers and owners of automobiles will carry shovels with them in their cars

and wagons and devote a few minutes a day to making necessary repairs to the roads over which they pass. But there will be very few who will restrict themselves to the bare letter of the regulations. The habit of good work nourishes itself. It begets enthusiasm. Also it is its own reward.

It will surprise the people of the communities which organize chuckhole clubs to observe in how short a time visible results will be accomplished. And it will be well for the country if the plan is extended indefinitely, and not confined to roads, but allowed to permeate every other department of our national activity. It is the duty of every man and woman to do his, or her, "bit" whenever and wherever there is work that needs to be done. One hundred million people, each filling a figurative chuckhole a day, would accomplish wonders in the course of a year.



Charles Finley Smith, one of the pioneers in the bicycle industry in Indiana, died recently. He formed the Indiana Bicycle Co and the Indianapolis Rubber Co., later disposing of his interests in each company.



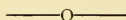
"That's a good one on Jokeliagh."

"What's happened?"

"He had an insurance policy on the contents of his cellar and he thought it funny to put in a claim when he had burned all his coal."

"What did the company say to that?"

"Had him arrested for arson."

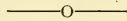


**Nylaw Auto Tour.**—The Auto Tour Committee of the NYLAW has planned a three days auto tour for Friday, Saturday and Sunday, June 7, 8 and 9, 1918, which, subject to possible changes in itinerary, during completion of arrangements will be as follows:

**FIRST DAY**—From New York via White Plains, Brewster, Pawling, Amenia, Sharon, Lakeville, Canaan, Great Barrington, Stockbridge, Lenox and Pittsfield to Williams-town. Stop over night at The Greylock.

**SECOND DAY**—From Williamstown via Bennington, Manchester, Rutland, Lake Champlain, Schroon Lake, Lake George, Luzerne, Saratoga and Schenectedy to Albany. Stop over night at The Ten Eyck.

**THIRD DAY**—From Albany down the west bank of the Hudson River via Catskill, Kingston and Newburgh to New York.

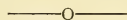


**Ten Mile Road Race C. R. C. A.**—The annual ten mile road race of the Century Road Club of America held on the Hudson County Boulevard, West Hoboken, N. J., on Sunday, May 5th, 1918, was won by John Mazzoil with a handicap of three minutes who represented the Century Road Club Association. Mazzoil made good his handicap from the very start of the race assisting to catch the limit men while setting the pace for a goodly portion of the ten miles, and finally in the sprint beat out Benjamin Pericone and Paul Nietzold, both being good markers and both members of Mazzoil's club.

In the first group to finish ten riders crossed the line in little over blanket finish with Mazzoil's time of 23 minutes, 53 seconds appearing very favorably when compared to the scratch men's time of 23 minutes, 21 seconds. The scratch riders led by John Marquart, also of the Century Road Club Association, trailed in after the twenty-seventh positions and finished as follows: John Marquart, first; Joseph Palmier, second, and Eugene Aickelin, third.

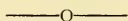
The Club Team Trophy was won also by the Century Road Club Association by winning the following positions: First, Second, Third, Fifth, Eighth, or a total of nineteen points.

The Acme Wheelmen took second position with riders scoring in the fourth, sixth, seventh, ninth and tenth, or a total of thirty-six points.

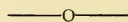


**We all like it.**—Our good friend H. W. Bullard, of Poughkeepsie, N. Y. lives in a cottage in the woods during the warm days of summer. Looking for a name for the cottage he hit upon "Welikit" and put it up. A neighbor met the challenge and immediately named his cottage "Sodowe." Give a cot a good name and it spells hospitality.

**Off the wheel and up in the air.**—The Century Road Club Association has again proved its right to the title of the "Leader of them All" and this time in a conclusive way, when George Steppello who is connected with the Aero Squadron in Kelley Field, Texas, writes that he has gone up in Aeroplanes four times, and, by the way this is really the first that any cyclist of "around New York" has been known to go up in the air in the service of Uncle Sam. Steppello writes on a post card received May 14th, that he is "On the train, bound for Somewhere. I had four rides in an aeroplane this week, as I was on guard at night at one of the Fields and rode to and from work in the Ship. Deep stuff, Eh? What? Cattle look smaller than small dogs from up in a "Ship" as the aeroplanes are called." At the present time of more than 25 members of the Association who are in the "Service" the following are known to be with the American Expeditionary Forces: Alexander Whytock, L. A. Wetzel, Meyer Cigal, Harry Curley. Submitted by Sylvain Segal.



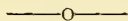
At the first elaborate dinner party ever given in Sing Sing Prison, Charles F. Cossum, who is serving a five year sentence there, was the guest of honor. It was Mr. Cossum's birthday. The feast was tendered to him by friends and relatives, and was served by an Ossining caterer. Since being sent to Sing Sing, seven months ago, he has been despondent and has failed to respond to the treatment of Dr. Amos O. Squier, the prison physician, upon whose recommendation the warden permitted his friends to give the dinner to him. It was hoped the feast would cheer his drooping spirits. It is the first time that a prisoner has been the recipient of such attention.



**Marriage of Miss Helen Sibley.**—Miss Helen Sibley, daughter of Mr. and Mrs. Frank P. Sibley of Hingham, became the bride of Ensign Carley H. Paulsen, U. S. N. R., Flying Corps, of New York, at a quiet wedding on April 29th at Emmanuel Church, Newbury street, the rector of which, Rev. Elwood Worcester, D. D., performed the ceremony. The comparatively few present, including relatives and only the intimate friends, were seated within the chancel, which alone was used. In the absence of the bride's



father, who is in France, she was given in marriage by her uncle, Frank H. Wright of Hingham. Miss Alice Paulsen, a sister of the bridegroom, was maid of honor and the bride's only attendant. The best man was George Paulsen of Quincy, brother of the bridegroom. W. Lynwood Farnam, organist of Emmanuel, was at the organ to play the bridal processional and the incidental nuptial music, and for the recessional he played the "Marseillaise," in honor of her father's absence in France. Shortly after the ceremony the bridal couple started on a motor trip to Hammondsport, N. Y., where the bridegroom is in charge of Naval inspection at the Curtiss aeroplane works. The Sibley homestead at Hingham is one of the resting places in the itinerary of the Wheel About the Hub, and Miss Helen has been one of the greeters of the wheelmen on these occasions. Mr. Sibley is a member of the Boston Bi Club and always a promoter of jollity.



**Death of Col. George Pope.**—Colonel George Pope, a veteran of the Civil War and among the first to engage in the bicycle industry in this country and prominent in the National Association of Manufacturers, died at his home in Hartford, Conn., on April 19th after an illness of eight months. Colonel Pope was born in Boston, January 9, 1844, and was a son of William and Mary Pope, of colonial ancestry. His father's family came from England in 1630 and settled in Dorchester, while his mother's family became settlers in the Massachusetts Bay Colony in 1670. Both were prominent families in the early history of the Bay State.

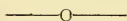
George Pope was educated in the public schools of Brookline, but at the age of sixteen left to enter a mercantile career. Upon the firing upon Fort Sumter he enlisted in the Forty-Fourth Massachusetts Volunteers and transferred later to the Fifty-Fourth Massachusetts Volunteers, with whom he served until the close of the war. After the war he entered a wholesale lumber business, opening a branch office at Montreal. In the early eighties he was a partner in the Cunningham Co., importers of bicycles, and later he removed to Hartford and became president of the Hartford Cycle Co., a branch of the old Pope Manufacturing Company, which had been founded and presided over by his cousin, the late Colonel Albert A. Pope.

About 1899, when many bicycle factories and interests were combined and merged into the American Bicycle Company, Colonel George Pope became vice-president of the concern and later president of the reorganized Pope Manufacturing Company.

At the automobile meeting in New York in January, 1914, Colonel Pope was presented with a beautiful hall clock, a gift of 1,000 persons, who each gave \$1. Each donor wrote him a personal letter which was bound together with two others in a leather volume and given him on his 70th birthday.

An honor that he always prized was the election to the Albany Burgess, a self-perpetuating body that was limited to 40 members. At the same meeting that General Joffre, the famous French officer, was elected to membership, Colonel Pope was made president. The Albany Burgess roster contains such illustrious names as King George of England, former President William Howard Taft, and Admiral George Dewey.

He married Miss Annie A. Rich, of Watertown, Mass., November 24, 1873. She died some years ago. To them was born a daughter, Marion, widow of C. Howard Gillette. Besides his daughter, Colonel Pope leaves a brother, Edward W. Pope, of Newton, Mass., and five grandchildren.

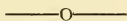


**Growing Old Gracefully.** — In remitting for my 36th annual membership, I am reminded that I am growing old. I am past the 70th milestone and I can no longer ride a bicycle. And yet I propose to stay with that merry company of good fellows that I used to ride with and flock with many years ago. The old friends of the bicycling world are the best that I have, and, although few of them ride now we keep up our intimacy and thoroughly enjoy it.

The only way of avoiding a trifling and frivolous old age is to lay up in our way to it such stores of knowledge and observation as may make us useful and agreeable in our declining years. The mind of man in a long life will become a magazine of wisdom or folly, and will consequently discharge itself in something impertinent or improving. For which reason, as there is nothing more ridiculous than an old trifling story-teller, so there is nothing more venerable than one who has turned his experience to the entertain-

ment and advantage of mankind. The bicycle gave zest to life and by the union of men of a common interest made a better place to live in. My regards to the dear old veteran who sits in the editorial chair.

Ab Initio.

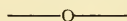


**Our French Correspondent**—James M. Erwin, who is known to all old time cyclists, sends in his annual tribute:

“Herewith 1 dollar to answer my obligations as a member of the ancient and honorable order of the L. A. W. Not saying it in a style of flattery or ‘undue’ stress of personality, but when I think of the L. A. W. these days I first think of ‘Bassett,’ and then that means to me the L. A. W. Since my last correspondence I have changed my base a little. I now am in the service of the American Red Cross—you have heard of that organization, probably. Incidentally, it has expended already considerably more than 100,000,000 dollars, devoted, (given outright) for the needs of the U. S. Army, the French and the Belgian people, and is collecting another trifle of the same amount. As you know, it is no commerce—it is the big benefactor of the period. I am one of a big staff that is proud of belonging to the personnel of such an enterprise.

“My work belongs to the Transportation Department, and Ports in particular—receiving the goods and seeing them shipped on to their destinations. And there is much to do every day.

“Incidentally, Bassett, I can remark that, for the second time in my life, I am wearing a uniform. On the first occasion I was bugler for the Early Rose Wheelers at Johnson’s Corners. But I am far more handsome now.”



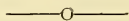
**Looking backward.**—It is like a bit of ancient history to read in a Toronto paper of a meeting of the Canadian Wheelmen’s Association. Do grown men in that part of the world in any considerable numbers still ride bicycles? The report carries the old boys back to the days of the “L. A. W.,” the League of American Wheelmen, with its “tournaments” and parades, its races on the old horse tracks with the leading participants such shining lights as Arthur Zimmerman, Eddie Bald (now a full-fledged Pittsburgher), the Bankers (native Pittsburghers), Willie Windle, the

Murphy Brothers, Sanger of Milwaukee, Tom Cooper of Detroit, and the "Terrible Swede," John Johnson; to the time of the "Class A" and "Class B" racers when the prizes were diamonds and grand pianos and the fellow who could cover a mile in 2.30 on his high bicycle was "going some."

According to the secretary of the Canadian Wheelmen's Association, "the bicycle sport is coming back." Why did it go out? It was not the automobile that crowded cycling out, for the modern vehicle had not yet appeared when men and women began to cease travelling on two wheels. Reports are heard of some communities, less hilly than Pittsburgh, where the "wheel" has consistently maintained a vestige of its former popularity. But the decline of the bicycling "craze" must remain one of the unexplained mysteries. Today the bicycle is the plaything of boys. There was a time when it was the almost indispensable vehicle. Churches and stores had racks for its accommodation. There were almost as many women riders as men. In Pittsburgh, at least, the sight of a woman on a bicycle would attract general attention. Notwithstanding the ubiquity of the automobile, a revival of cycling is entirely possible, but not to all its former glory. The old-timers may look back with pleasure to the days when they jolted along country roads on their "high wheels" or "safeties," but they have found that for getting over the ground comfortably and quickly gasoline beats leg-work all hollow.

—Pittsburgh Chronicle Telegraph.

We have cycling organizations in the U. S., Mr. P. C. T. Why go across the border for a text?



Rudyard Kipling, in his sketch "At Hawli Thona," puts these words into the mouth of one of the Hindoo characters:

"Now there was in that district a stunt Sahib called Yunkum Sahib. Many eyes had Yunkum Sahib, and moved quickly through his district. No one knew the comings or goings of Yunkum Sahib. He had no camp and when his horse was tired he rode upon a devil-carriage. I do not know its name, but the Sahib sat in the midst of three silver wheels that made no creaking and drove them with his legs prancing like a bean-fed horse—thus. A shadow of a hawk upon the fields is not more without noise than the devil-carriage of Yunkum Sahib."



Here's one for use at an amateur minstrel show: "What is the difference between the present excitement among the Indians out West and a bicycle?"

Answer — One is "war feeling" and the other is for wheeling.

—○—

At a meeting of the Bicycle Manufacturer's Association, Tuesday, May 14, Joseph Goodman was elected secretary of the association to fill the vacancy caused by the death of Col. Geo. Pope. In the early days of cycling Mr. Goodman was conspicuous at every big race meeting as editor and publisher of a copyrighted score card. Later he conducted a bicycle paper at Hartford, later he purchased "The Wheel," of New York and still later he obtained ownership of the "Bicycling World." He disposed of his publishing interests about seven years ago and has since been in charge of the Hartford, Conn., office of the Frank Presbrey advertising agency.

—○—

**He Will Remain in Line.**—No. 10 is going to stay with us. He came at the beginning and we hope to have him to the end.

"I enclose P. M. O. for \$1.00 for my annual subscription. Of course this is a piece of pure sentimentalism but when I think of the good times I had when the L. A. W. was a power in the land I cannot give up the fellowship with that band of good fellows now alas so fast diminishing in number.

"For the sake of old times, Yours fraternally,

Geo. E. Blackham, No. 10."

—○—

## NOMINATIONS FOR OFFICE

The Nominating Committee, having attended to its work, begs leave to report and recommends a list of candidates for the various offices to be filled at the coming election.

Elmer G. Whitney, of Dover, N. H., we recommend for President. He joined the L. A. W. Nov. 3, 1882, and holds number 55. He ranks as a Pioneer.

Wm. Frisbie, Ozone Park, N. Y., we recommend for First Vice President. He joined the L. A. W. June 26, 1880, and holds number 6. He ranks as a Pioneer.

Josiah S. Dean, of Boston, Mass., we recommend for Second Vice President. He joined the L. A. W. June 12, 1880, and holds number 3. He ranks as a Pioneer.

We present the above ticket for executive officers with the belief that the three members who have been with us very many years, and each one with the rank of Pioneer, will commend the list to the membership.

Augustus Nickerson, Milton, Mass., a certified accountant, we recommend for re-election as Auditor. He joined the L. A. W. Sept. 13, 1907, and holds number 926.

Ballots will be sent out from the Secretary's office on August 1 and may be voted and returned by mail or may be voted at the meeting of the National Assembly, Sept. 13th.

Fraternally,

Robert T. Kingsbury, Keene, N. H., Chairman.

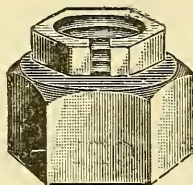
Sterling Elliott, Newton, Mass.

L. L. Buchanan, Chicago, Ill.

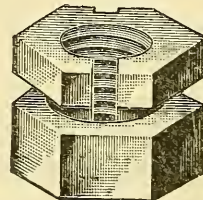
Nominating Committee.

## “The Cheapest Life Insurance”

As what **COLUMBIA LOCK NUTS** have been termed by one who knows their value. Use will demonstrate that the description was not misapplied.



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**Not like other nuts, they will NOT shake loose.**

No cotter pins or other devices needed. Made in all sizes and threads. Send us size of bolt you had to tighten that nut on yesterday. We will fit a Columbia Nut to it—**FREE**. A booklet with prices mailed on application.

**COLUMBIA NUT & BOLT CO., Inc., Bridgeport, Conn.**

# The League of American Wheelmen

Organized May 31, 1880

An organization to promote the general interests of cycling, to ascertain, defend and protect the rights of wheelmen; and to secure improvement in the condition of the public roads and highways.

We invite men of good character to join us in prosecuting the good work we have undertaken.

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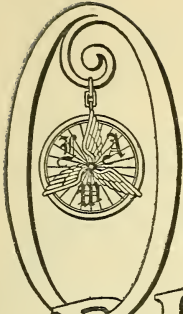
Hartford, Conn.

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D. J. POST, Treasurer.





**OFFICIAL  
BULLETIN  
AND SCRAP BOOK  
OF THE  
LEAGUE OF AMERICAN WHEELMEN**

PUBLISHED MONTHLY

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**JULY, 1918**

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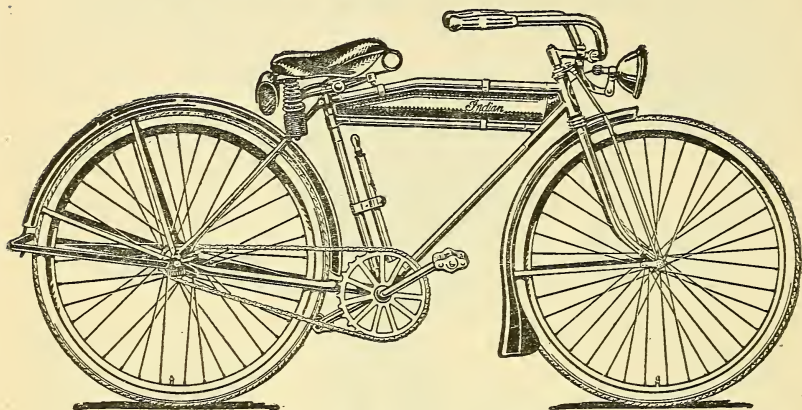
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SPRINGFIELD, MASS.

# OFFICIAL BULLETIN

AND SCRAP BOOK OF  
THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - - EDITOR

105 Central Avenue, Newtonville, Mass.

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\$1.50 an inch for first insertion and each new setting. Repeat  
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## THE NYLAW FIVE-STATE TOUR

It was a very merry company that started, on June 7th, to make the annual auto tour by the Nylaw. The rendezvous was at Brooklyn and the route took the party through parts of five states. The company was made up of the following veterans of cycling:—

Prof. W. W. Share, Wm. H. Hale, C. J. Obermayer, Walter M. Meserole, Wm. M. Frisbie, Dr. L. C. Leroy, Fred. W. Brooks, Jr., John B. Kelley, Abbot Bassett, and later, along the route, Wm. M. Thomas and Andrew Peters.

Three autos, furnished by Wheelmen Obermayer, Meserole and Brooks, carried the party, likewise two chauffeurs.

The start was made in a thunder storm which tried to hold the party back during a greater part of the forenoon but without success.

The first novelty to be seen was a perambulating merry-go-round mounted on a horse-drawn truck, which was prone to travel about and pick up children at street corners for a long whirlabout at a reasonable price. It was a new one for Esstee.

The route lay northward along the Hudson River eastern valley. At Irvington was to be seen the home of Washington Irving (Sunnyside). It was built in the 17th century by Wolfert Acker, who inscribed over the door "Lust in Rust" (pleasure in quiet) whence the English settlers called it "Wolfert's Roost." The eastern front is covered with ivy, from a slip which Sir Walter Scott gave Irving at Abbotsford. At Tarrytown were to be seen,

Sleepy Hollow Cemetery, the Andre monument and the location of the bridge where the headless horseman pursued Ichabod Crane. The old wooden bridge has given place to a modern structure of cement and we have heard of no recent instance of making a base ball of a detached head.

At Kitchawan was to be seen Croton Lake, from which New York City gets its water supply. It is a very large body of water and one would think that it would give the world's largest city an abundant supply of water, but this is not the fact for the Catskill mountain region has been drawn upon for an extra supply.

Lake Mahopac, next in line, is a very beautiful sheet of water nestled among the hills. Very few red cows were to be seen along the route and the Holstein variety seemed to be the popular one. The black and white bovine was everywhere in evidence.

The auto is not so get-together a vehicle. Great distances separate the party and very often long waits for the laggards to catch up had to be made. Brooks said that he would rather be Right in front than Left behind and all agreed with him.

At Dover Plains was to be seen a great hole in a rock which is called a Stone Church and by some a Quaker Meeting House. A cavern has been cut into the mountain side by the action of turbulent waters. At the rear is an immense rock called the pulpit from its shape and position. The auditorium is large enough to hold 50 persons. The Stone Wells here to be seen are a great curiosity. The whirling waters of a brook dashing down the rocky slope of the mountain has worn pools into actual wells.

Lunch at Amenia. Here was to be seen one unit of a country fire-alarm system. A huge steel ring with a cut-out to allow vibration is suspended between two posts. A hammer hangs on the post and directions tell the user to hammer on the ring a certain number of times. The note can be easily heard at near-by stations and one after another takes it up until the whole neighborhood is summoned.

Now on to Millerton, Lakeville, Salisbury, So. Egremont and the party arrives at Great Barrington, Mass. Here was born Wm. Cullen Bryant and his pen has given fame to many of the beauties of the Berkshires.

In the ride from Great Barrington to Stockbridge is Monument Mountain.



Once, on the summit of Monument Mountain, there was a pile of stones that gave the eminence its name. According to the Indian legend, an Indian maiden, forbidden by the laws of her tribe to marry her cousin lover, leaped off the precipice on the west side and each Indian who passed her grave threw a stone upon the place of sepulture. By this custom, practiced for many years, the heap came to assume the proportions of a monument to the dead. Bryant preserved this legend for posterity by making it the theme of his poem on Monument mountain.

Jonathan Edwards preached to the Indians in Stockbridge.

Now in the Beautiful Berkshires and they are indeed "Beautiful." The mountain peaks give grandeur to the picture and the long stretch of beautiful farming country in the valleys makes pictures fit for an artist.

Lake Mahkeenac, is on the road to Lenox, the next stopping place on the journey northward.

A mile and one-half long and mirroring in its water the foliage of the trees that cover the surrounding hills, Lake Mahkeenac is an attraction for the student of literature as well as for the nature lover, for on its northern shore Nathaniel Hawthorne lived and in a little red, scantily furnished cottage wrote "The House of the Seven Gables" and the "Blithedale Romance."

Hawthorne came to the "little red house" on the shores of Mahkeenac in 1850, quitting Salem when he was removed from his office at the custom house. He already had written his greatest romance, "The Scarlet Letter," universally acclaimed America's first great novel, but his star was not yet high in fame's firmament and his royalties were very meager indeed.

The "little red house," loaned Hawthorne by an admirer, is no more, having been destroyed by fire, but the site of the humble literary shrine is now a part of the estate of Richard C. Dixey, of Boston.

Lenox, the summer and autumn rendezvous of thousands, is perched high on a broad and fertile plateau overlooking the hills and vales of Berkshire county. It is called the "Newport of the Berkshires," and is exclusive, and, therefore, expensive.

According to an anonymous writer, "Like birds of fair feather and voice, the real people of Lenox flit away

with the leaves and the first fall of snow to return with June roses."

An aristocratic and peaceful village, surrounded by the most inspiring scenery, Lenox attracted men and women of letters to it. Here lived Catherine Sedgwick, the novelist; Fanny Kemble, the English tragedienne; and Henry Ward Beecher, the preacher.

Once Lenox could boast of being the metropolis of western Massachusetts. That was before the day when Pittsfield wrested from it the county seat.

Pittsfield was named for Wm. Pitt the Earl of Chatham. In the great square is a soldiers' monument by Launt Thompson cast from five revolutionary cannon granted by Congress.

Oliver Wendell Holmes lived here several years on a farm just outside the city. Herman Melville wrote Moby Dick here and here lived and preached Wm. Miller, leader of the so-called Millerites. Miller predicted the millenium and the end of the world in 1843, and when it didn't come he made several new dates which proved to be eventless.

Lanesboro is another place of beauty. It contains the grave of Henry W. Shaw (Josh Billings).

And now the party comes within the shadow of Mt. Greylock, the highest point of land in Mass., 3535 feet.

Williamstown is noted as the seat of Williams College founded in 1793 by Col. Ephraim Williams, an officer in the Revolution. He made a will leaving his estate for the erection of a school in a town to be called Williams-town. The school was established in 1790 in a brick building and was chartered as Williams College in 1793.

The college group of buildings forms one of the most beautiful collections of architecture that may be seen in the U. S. On either side of the main street, which is 200 feet wide may be seen the college buildings while a wide green plot covered with trees runs along the centre.

The party was much interested in the Van Rensselaer mansion house. A brick building in the college grounds. The bricks were brought from Holland and the house was erected at Albany. Later the bricks in the structure were numbered and the house was reconstructed in its present position.

Mills Park has a marble shaft surmounted by a globe which indicates the place where Samuel J. Mills, the "Fath-

er of Foreign Missions in America," and his companions consecrated themselves to the mission cause in 1807. Mills originated the A. B. C. F. M. and the American Bible Society and died at sea at the age of 35.

And now the auto party registers at the Greylock Inn, where a good dinner, good beds and a nourishing breakfast put them in good shape for a second days ride.

At dinner the oldest participant ordered ice cream and pie after lobster salad. The young fellows jeered at him for the folly displayed. They certainly lacked the experience of old age. Lobster salad and ice cream is the regular provender at weddings. It may be that the boys have not had much experience at wedding feasts. The dreams of the "Old Un" were not troubled.

The distance covered the first day was 195 miles, and every mile a source of joy.

**Second Day.**—The second day was delightful in every respect. Several of the early risers took an early morning walk to view the beauties of Williamstown, and get an appetite for the morning feed. The tour took in five states and Fred wanted to make it six by riding through Florida. He was told that Florida near-by was a little town near unto North Adams. He said he had always thought it was a state. He was reminded of the old lady who had heard of Heaven and Hell but thought they were two towns.

An early morning start and across the boundary to Vermont. Pownal was the first town. Jim Fisk was born here. Poor Jim was in the lime light for many years and now he is forgotten. May be it is well.

The Bennington Monument looms up in the distance. A fine imitation of Bunker Hill monument. It was on Aug. 16, 1777 that Gen. Stark, at the head of a body of New Hampshire Militia defeated a detachment of Burgoyne's army under Col. Baum. It was at this battle that Stark said to his command—"Before night they are ours or Molly Stark will be a widow!" No trace remains now to indicate the precise location of the engagement. Ethan Allen's house is one of the sights of the place.

At No. Pownal were to be seen the slate quarries. Great pyramidal piles of broken slate surrounded the outlets and the finished slate was piled up in symmetrical tiers. The slate has gone out of the school-room and now rests on the roof.

At Comstock we came to the Great Meadows Prison. A very large brick structure, well barred but no surrounding wall gave the party a surprise for they had all been used to prisons with walls surrounding them.

Arlington, Manchester, Pawlet, a lot of Granvilles and on to the Rockwell House at Glens Falls for lunch. Here an exchange of telegrams with the Boston Bi Club tourists took place. The Boston Club arranged for a tour on even dates with the Nylaw and the nearest approach occurred when the B. Bi Club was at the Red Lion Inn at Stockbridge and the Nylaw was at Glens Falls.

It was in this region that the wheelmen were somewhat disturbed to learn that the natives had introduced a new pronunciation for the classical names that so much abound in the Empire State. Athens they pronounce with a long A, and in Corinth they use a long O and accent the second syllable. They have a right to do so but some of the boys said that they didn't want the dead Grecians to turn over in their graves. The town of Amawalk suggests a pun that we will not perpetrate.

After lunch at the Rockwell House the party traveled through a delightful country to Lake George. The lake is 36 miles long and was named for King George of Revolutionary days. Many land and water battles were fought on and near the lake. The Fort William Henry Hotel occupies the site of the old fort, and looks out on the lake. The party was content to look at the beautiful lake and had no desire to drink, fish or swim in it. It was voted a lake of great beauty. This was the most northern point reached and wheels were now turned southward.

Lake Luzerne was the next waterscape. A very picturesque sheet of water. Schenectady with its multitude of chimneys discharging smoke into the clouds, and then to Saratoga Springs; and indeed there are many of them, so many that the party didn't investigate them. Brooks said that he had no use for the water supply of Saratoga, even though you had to faucet. Nobody laughed.

And now Albany for the night. The eats were good and the sleeps delightful. It was voted to be an ideal trip thus far and a bright spot to be stored up in the chambers of one's memory. The scenery of the Berkshires is a joy forever to everyone who has the chance to encounter it and once seen it can never be forgotten.

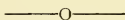


As the party wheeled along they caught occasional glances of the early laurel along the mountain sides.

It is a region favored by nature and has a great historical interest as well. We have mentioned some of the famous men and women who have lived among the mountains of Berkshire and we may add the names of Longfellow, Lowell, Beecher, Nathan Appleton, whose daughter Frances married the poet Longfellow, Orville Dewey, George Wm. Curtis, and many transient guests, like Matthew Arnold and G. P. R. James from across the water. These and others lingered among and admired the beauty of these hills where plain living and high thinking have found noble expression in the past, and where here and there they still survive, spite of the inflowing tide of wealth and luxury that floods the Berkshire of to-day.

But there is more to come and fearing that it cannot be told without too much pressure upon our space we must postpone the rest until our next issue.

Distance covered on the second day—165 miles.



## AUTO TRIP TO THE BERKSHIRES

The Boston Bicycle Club arranged for and carried out a very successful Auto Trip through the Berkshire Hills on June 7, 8 and 9. Two autos carried ten members on the trip. In the party were Capt. Kendall, Quin Kilby, C. W. Reed, Marriott C. Morris and Josiah Hathaway. These in Hathaway's auto. President McGarrett, R. D. Parris, J. Rush Green, Clapp and Fairbanks in McGarrett's car. The party left the Boston Athletic Club on Friday at 12.30 and first made a call at Camp Devens where a pleasant hour was spent. The night was spent at Toy Town Tavern, Winchendon. Saturday morning the party made an early start for the first attraction among the Berkshire Hills, the celebrated Mohawk Trail. This is one of the most delightful passages through and over the mountain range. Starting at Greenfield it runs through Sherburne, Charlemont, along the valley of Cold Brown Creek, across the north hip of Florida Mountain to North Adams. What was formerly a rough and rocky passage is now a perfectly smooth highway. The road was built at a cost of \$368,000 and was formally opened in 1914. With its completion an unbroken chain of macadam was provided between Boston and Wil-

Williamstown, situated at the northwestern corner of the state. The Mohawk Trail is a scenic highway and especially wild and impressive at its western end.

The Trail is conceded to be one of the show places of the U. S. A., and is some "place," considering it is 160 miles long. It is the Mecca of motoring tourists from all over the United States, and every Canadian motor party that crosses the border consider their trip incomplete unless they have passed over at least the mountainous part of the trail.

Apart from its picturesque value, the trail is of prime historical importance. Over it have passed countless war parties of Pequots from Massachusetts in raids on their New York foes, the Oneidas. The latter frequently retaliated, and at one time to such good purpose, that a part of the Pequot nation was forced to emigrate, becoming the Mohegan tribe, which Fenimore Cooper made famous. Along the Mohawk Trail, too, came the bloodthirsty Six Nations with their French-Canadian allies to spring upon the sleeping town of Deerfield and wipe it out during the French and Indian War. Expeditions of stout and hardy New Englanders traveled its winding paths to join Montgomery in his ill-fated Quebec march and to reinforce Schuyler against Burgoyne at Saratoga.

Safely over the Trail the party toured through Williamstown, Pittsfield and Lenox to the Red Lion Inn at Stockbridge. The road lay through mountain and valley scenery notable grand and beautiful. Matthew Arnold, of England, spent a summer or two among these hills at Stockbridge and put into writing a statement that "the flora of the Berkshires is peculiarly rich." He used also to go down to the spot where Daniel Chester French's studio now stands and admire the view from there of the Dome which appealed to him as "noble and serene, and has more wild flowers than any other spot in Mass."

At Stockbridge an interchange of telegrams was made with the Nylaw of New York which was on a tour covering the same dates. Messages of good cheer were exchanged. The second night was spent at the Red Lion Inn at Stockbridge. Sunday the party started homeward over Jacob's Ladder taking the party over to Bonny Ridge. Like the Mohawk Trail the Ladder is a smooth road where once was a rough and rocky one. Here, as well as on the Trail

the scenery was varied with mountain and plain scapes and altogether grand. Safely down the road across the state through Springfield and Worcester taken. It was voted a delightful trip by all who participated and there were many inducements to look for a recurrence of the tour.

—○—

**Meeting of the Mass. F. A. M.**—Arrangements have been completed for a big outing at Norumbega Park, Auburndale, Mass., on Sunday, July 21. Prizes will be awarded to the neatest appearing solo and side car outfits and special prizes will be given to the prettiest blonde and brunette girl riders.

The Boston riders will start from Park Square, Boston, and ride out to the Park, a distance of ten miles. The motorcycles will be checked free at the baseball field adjoining the park. Hundreds of motorcyclists have already signified their intention of taking part in this big outing and there will probably be more motorcyclists gathered together on that day than Mass. has ever seen at any one time before.

The state convention will also be held on that day and officers will be elected to serve for the next year. All riders holding F. A. M. cards will be entitled to vote.

—○—

**July 15 is St. Swithin's Day**, so called from the legend connected with St. Swithin, bishop of Winchester from 852-862 A. D., and tutor to King Alfred. At his request he was buried in the churchyard of the abbey, where "passers-by might tread on his grave, and where the rain from the eaves might fall upon it." After his canonization in 865 it was resolved to remove his remains to the chancel, the customary burial place for the bishops, and July 15 was appointed for the ceremony. But on that day, and for 40 days thereafter, St. Swithin, to testify his displeasure, caused rain to fall so heavily that the monks abandoned their design as heretical and blasphemous. From this legend arose the popular superstition that if rain falls on July 15 it will continue to do so for the 40 succeeding days. Careful records kept at Greenwich Observatory for a period of 21 years show this superstition to be without foundation.

—○—

**The Irish Cyclist** has issued under May 22 its anniversary number. It is filled with good things from the pens of

prominent wheelmen, reminiscent, prophetic and rhythmic. As usual it fills a long felt want for something else than business and mechanics. We congratulate the managers upon the success of this bright spot in the great field of horrors now confronting us all.

—o—

On Friday, June 7, a daughter was born to Sylvain Segal, our New York correspondent. Segal is one of the prime movers of the Century Road Club Association, and his many friends will wish him luck in acquiring another member for the Segal household. The new member will be known as Marie Renne Segal.

—o—

**Our good friend** and long-time member of the L. A. W., Mr. H. G. Wynne, of New York City, in renewing his membership last month, writes:— "I believe this is my last to the good old League. I am just able to sit up. Stroke of paralysis." We shall sadly miss him when the roll is called.

—o—

**Samuel A Miles of New York**, for years manager of the big automobile show in that city, and now engaged in aiding the United States government in organizing rural motor express lines in various sections of the country, on June 10th spoke at a meeting of the directors of the Boston Commercial Motor Vehicles Association at the Hotel Lenox. J. S. Hathaway, president of the association, presided.

Mr. Miles urged the formation of an organization to promote the rural express movement, saying that while the project should appeal to all from a patriotic viewpoint because of its realization would aid greatly in the conservation of foodstuffs and of labor, it would also be to the financial advantage of the truck dealers, as well as the truck owners, farmers and consumers.

The directors were very favorably impressed with the project, especially in its aspect of being a patriotic aid in the present national crisis, and they decided to have another meeting, at which the sales managers will be present, with the object of organizing, as suggested by Mr. Miles.

—o—

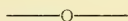
**Mayer Cigal, League Member 1030** and former captain of the New York Division of the Century Road Club Association, and now corporal in the 213th Aero Squadron with the American Expeditionary Forces "Over There," has



written to his friends regarding life across the sea. He writes among other things:—

“Of course, ever since I landed I began to look for cycling clubs, and not till I reached this place (name deleted), and where I could hire a bicycle did I come across a lady riding a bicycle, and almost immediately we became friends. She was a member of a cycling club called the Scottish Union of Clarion Cycling Club, with branches in different cities. Of course I spent a couple of hours in exchanging stories. I broke all the records and missed the mileage competition by only a couple of miles. When going out for a ride over here it is necessary to bring along a kettle, some tea and sugar, for these things are scarce in road houses; besides, they don't have any races, and when people go out, as a rule, the entire family goes, too.”

Mayer Cigal, it will be remembered, was aboard of the transport *Tuscania*, which was torpedoed and sunk by a German submarine off the Irish coast. Cigal says that he lost everything except what clothing he escaped in. He says that he will try and do a century if he gets a chance after locating at a permanent base.



**C. R. C. Association 10 Mile Handicap.**—H. W. Oliver of the New England Wheelmen was returned the winner of the Annual Century Road Club Association 10 Mile Handicap Bicycle Race which was held over the Pelham Parkway course in the Bronx on May 19th. With a handicap of three minutes Oliver with the assistance of his co-markers made good use of his handicap and soon obtained the lead and at the third lap of the course, it was seen that the race was easily won by one of the five who comprised the first bunch in the van. In the sprint to the tape Oliver proved to be the best with T. Volpe and D. E. Lands hanging on close and accompanied by J. Mughtin and W. Caldwell.

Anthony Bondi representing the Acme Wheelmen and with a handicap of two minutes finished in 7th position also accounting for the fast time prize while John Mazzoil of the promoting Club a co-marker of Bendi accounted for the second time prize while other riders from the same mark and finishing in the 10th, 11th and 12th positions won the remainder of the fast time prizes.

In the competition for the Special Team Trophy the Century Road Club Team accounted for this with a score of 39 points with the Acme Wheelmen in second with 46 points, next in line being the Unione Sportiva Italiana with 101 points and the New England Wheelmen had 130 points.

Novice prizes were won by J. Muchtin and Walter Caldwell, this being their first road open competition, and the Acme Wheelmen won the Cup offered to the club with the greatest number of starters.

Over 86 starters of a total of 96 entries faced the gun and the Committee well deserves a lot of praise for the good work and clean sport offered to the Cyclists. The Committee was headed by A. R. Jacobson, with John Marquart Secretary, and included L. Seehof, I. Markowitz and S. Segal.

Sylvain Segal.

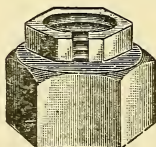
—o—

Mrs. A—I suppose you find many cases of extreme want during your visits to the poor.

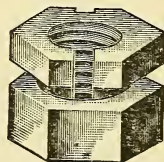
Mrs. B—Yes, indeed. I visited a family today, and actually they hadn't a drop of gasoline for their automobile.

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is what **COLUMBIA LOCK NUTS** have been termed by one who knows their value. Use will demonstrate that the description was not misapplied.



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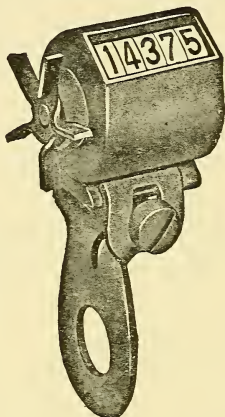
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OFFICIAL  
BULLETIN  
AND SCRAP BOOK  
OF THE  
LEAGUE OF AMERICAN WHEELMEN

PUBLISHED MONTHLY

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**AUGUST, 1918**

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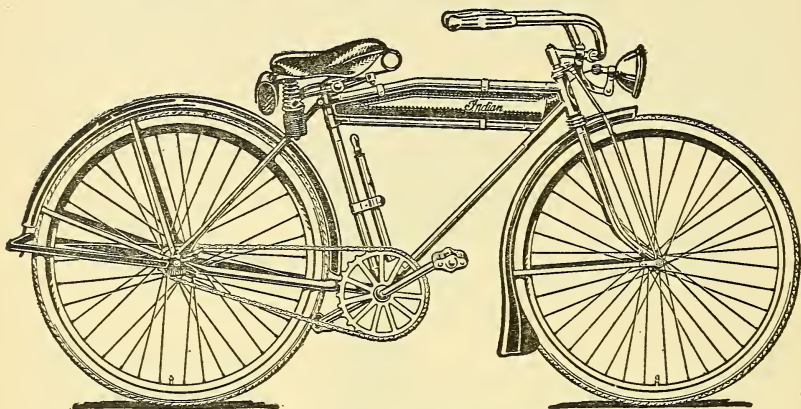
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## INDIAN BICYCLE

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Or if it's a daughter or wife who desires to enjoy healthful out-of-door sport, there are models in the Indian line which give the same great value.

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SPRINGFIELD, MASS.

# OFFICIAL BULLETIN

AND SCRAP BOOK OF  
THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - - EDITOR

105 Central Avenue, Newtonville, Mass.

## ADVERTISING RATES

\$1.50 an inch for first insertion and each new setting. Repeat  
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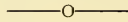
## THE HORRID ZONE

On July 1, a law went into effect establishing a system of zone postal rates on all publications. The law provides for eight zones, radiating from the place of publication, with progressively higher rates in each zone. These rates will be raised each year for four years, until increases have been effected ranging from 50 per cent to 900 per cent higher than the present flat rate of one cent a pound. In 1921 instead of charging one cent a pound the rate will have increased to ten cents in the zone most remote and to seven and nine cents in nearer zones.

Few if any publications will be able to stand this terrific and unprecedented burden of extra costs. If they are to continue in existence the additional postal charges will have to be collected from the readers and possibly from the advertisers as well. No industry could withstand a sudden increase of several hundred per cent in the cost of transporting its product, and in any event transportation costs eventually must be paid by the consumers.

The Bulletin has been seriously affected by the increase. A provision in the law says that periodicals maintained by and in the interest of fraternal organizations, or associations not organized for profit, and none of the net income of which inures to the benefit of any private stockholder or individual the rate shall be one and one-eighth cent per pound. We had an idea that the Bulletin came within the scope of this provision, made application for the privilege and furnished a statement giving the details of the business methods employed in the conduct of the periodical. We were turned

down by the Post Office Department. We cannot tell as yet just what we can do to save the Bulletin. The matter will come before the National Assembly at its next meeting and it will be for the members to decide what may and can be done. The new proposition by the Postal Department will not only drive very many journals out of existence but it will forbid the establishment of new ones.



## THE NYLAW FIVE-STATE TOUR.—NO. TWO

The Nylaw Auto Party was left at Albany in our July issue, and now it is for the scribe to send them down the west shore of the Hudson river. But first let him correct a distressing error that occurred in the first instalment of this tale of a tour. Brooks, our voluble jokesmith, was credited with having furnished one of the autos. It was not Brooks, but Frisbie, that provided and drove the third car. Veteran Frisbie was up very early every morning to rub down and curry his mechanical steed, and although his car was a small one in comparison with the others, he kept up with the procession. A very remarkable performance for a young man of sixty.

There was held, at Albany, a meeting of the Nylaw, and in addition to a bit of routine work there was passed a motion to appoint a committee to draw up and forward to Nylaw member Chas. F. Cossum, a message of esteem and good cheer. The Secretary of the Nylaw and the Secretary of the L. A. W. were chosen for the work and the message sent was as follows:

**From a Bunch of old friends to an ever dear friend—**

To Charlie Cossum of Poughkeepsie:—

Ten of your old friends, members of the Nylaw Association, the League of American Wheelmen and the Boston Bicycle Club, gathered together in Albany incident to the annual Auto Tour of the Nylaw, herewith unite in sending you a message of friendliness and good cheer.

Gathered around a table laden with creature comforts and other things that make for pleasure, our thoughts go back to the good fellows and delightful comrades who have been with us on many like occasions in the past; and among those who have associated with us at numerous pre-



vious gatherings no one holds a more prominent place in our memories than Charlie Cossum of Poughkeepsie.

We miss him tonight and we send him this kindly greeting which bears our love and esteem together with our heartfelt wishes for his continued health and his future happiness.

There are no friendships warmer nor more enduring than those of the wheeling fraternity of former days, and there are no memories more pleasant nor more lasting. Our message to you at this time asks that you will be hopeful and of good cheer, and that you will never forget that we are waiting to extend to you one more hand clasp of welcome, and our assurance that there will be no end to the delightful comradeship which has been and always will be enjoyed by all of us.

Signed: W. W. Share, W. M. Meserole, C. J. Obermayer, Abbot Bassett, L. C. LeRoy, Fred W. Brooks, John B. Kelley, Wm. M. Frisbie, Wm. M. Thomas, Wm. H. Hale.

Sunday morning, June 9, an early start was made. For this day only a re-assignment of passengers was made and Esstee was taken aboard Walter's machine for educational purposes. The Dentist took Esstee's place in Charlie's car. Thus were separated the Scribe and the Jokesmith, and therefore this instalment of the record may not be permeated with the pertinent puns that bloomed so freely in the previous one.

It was indeed a liberal education that Esstee imbibed on that memorable journey. Walter had, in the past, worked, eaten and slept along the west shore of the Hudson along which our path lay. He knew every house, every bridge, rock and tree, and went so far as to know which of the way-side springs along the road it was safe to drink from. In his capacity as an engineer he had directed the construction of many buildings, bridges and roads that were to be seen on the way, and we heard about all of them. The Professor took his share of the education and disseminated a deal of information regarding the geological characteristics of the country, the sub-stratum of the mountain ranges and the value of shale, trap-rock and other rock suitable for road and wall building. Esstee intended to use all this valuable information in this story of the tour, but much of it he did not understand and the rest he has forgotten.

One fact, however, we have retained. Down Estee's way they call a rift in a rock formation a "cleft," but in York State they call it a "clove." This piece of information took our breath away.

Note that the tour was educational and jocular. There were sermons in stones, jokes in the riding Brooks and good in everything that we undertook.

The party very soon found itself in the foothills of the Catskill mountains, a group of the Appalachian chain. The highest peak in the range is 3800 feet. This beats the highest peak in Massachusetts by nearly 300 feet and perhaps we had better call Greylock a hill. The Catterskill Falls form a high-old cascade and jump 300 feet in three jumps. Amid the scenery of the Catskills lived and labored Thomas Cole, who painted many meritorious pictures, including "The Voyage of Life," which was in its highest popularity when some of us old fellows were boys at school. It was also on the heights of the Catskills that Washington Irving put Rip Van Winkle to sleep for twenty years.

"We Uns" toured the east shore of the Hudson in 1917, but the west shore opened up to us beauties of scenery and places of interest far better and more interesting than we found on the east shore. We were now traveling through an agricultural country, and on either side of the road were fields of farm products stretching away for great distances, and extensive vineyards which promised a wealth of fruit later on. But will not the labor of these toilers of the soil be all in vain when the Government forbids the making of wine?

Kingston next commanded our attention. It was here that the first Constitution of New York was formed at a legislative session in 1777. Here the party came to Esopus creek which must be crossed. Esopus suggests a classical origin, but it really was named for a tribe of Indians. Pronounce it with the accent on long "o." And now for a voyage. The autos were taken on board a diminutive ferry boat of uncertain age and not modern in its construction, but large enough to hold four autos. A sub-marine chain was stretched along the bottom of the stream and a large wheel on the boat picked it up and pulled us across in safety.

At Newburgh the party stopped for dinner at the Palatine and we didn't get up hungry. In Newburgh was to be

seen the old Hasbrouck stone mansion which was at one time Washington's headquarters, and is now owned and kept in order and repair by the State. Across the Hudson we got a view of Matteawan and the prison where at one time a man named Thaw was incarcerated. In process of time he thawed out.

After dinner we pumped up and proceeded. West Point was next on the map, but we passed by on the other side of the gate. In war time Uncle Sam shuts the door and has no welcome for visitors and we rolled along to Stony Point.

During the Revolution there was a well constructed fort at Stony Point, which was strongly garrisoned by the British. General Anthony Wayne begged permission of Washington to attack it, and when George expressed doubts of his ability to capture it "Mad Anthony" exclaimed, "General, I'll storm Hell if you will only plan it." And he took the fort at the point of the bayonet, but he left Stony Point for us to look at.

Haverstraw showed us the old stone mansion, on Treason Hill, where Arnold and Andre met for consultation.

And now in the distance, on the summit of a high mountain, was to be seen the palatial residence of the late E. H. Harriman, the multi-millionaire railroad king. Near at hand was Bear Mountain Park, a part of the Harriman estate which was given to New York and New Jersey for a public park. It is now managed by an Inter-State Commission made up of citizens of the two States.

This was one of the wonders of the tour. Not only was the Park of great size but it was made up of lake and river, fertile valleys and sightly elevations. The party climbed the mountains and coasted into the valleys. There were large lakes and small ponds on which canoeing parties were numerous, picnic groves where gay parties were enjoying themselves, dance halls where the light fantastic toe was being shaken, golf links where the balls were flying across the green, cabins for tired ones to rest, and all these open and free to the public. The like of it may seldom be seen if ever. Our route lay around the foot of Mt. Dunderberg (Thunder Mt.). This was anciently believed to be the home of malicious imps who hurled fierce tempests out on the Hudson. Across the river was the high promontory called Anthony's Nose. Named for Anthony Van Corlear, Gov. Stuyvesant's trumpeter. The story runs,—“Just at

this moment the illustrious sun, breaking in all his splendor from behind one of the high cliffs of the Highlands, did dart one of his most potent beams full upon the effulgent nose of the sounder of brass. The reflection of which shot straightway down, hissing hot into the water and killed a mighty sturgeon that was sporting beside the vessel."

Bear Mountain Inn is a large structure with accommodations for the rich and poor. Here one may buy a dinner at any price from 10 cents to \$1.50.

Leaving the Park we find ourselves in our fifth State, New Jersey. And now we come to our ride on the elevated plateau that runs along the top of the Palisades. The party rode for several miles on a good road 200 feet above the Hudson river. The road was a short distance back of the bluff, but we were in no danger of toppling over into the river, for a reservation has been made and fenced off about fifty feet from the edge of the cliff. We were, however, well up and could look down upon the passing craft on the river without fear of a tumble. And the getting down had its fear and its delight. The descent was something like coasting down the roof of a house. An artificial hill of masonry has been constructed close to the face of the cliff, and the passage downward is a winding path of a corkscrew description, like dancing the tango in an auto. We arrived safely at the bottom where we waited in a long line for a chance to cross the Hudson in a ferry boat. There were twenty-four autos on the boat in which the party crossed. We passed over in safety and were back in New York City and making three of many thousand autos rushing about the metropolis. The tour was over. Rode 188 miles the last day and scored a total of 548 miles in all.

It was in every way a supermegalagorgeous time and an experience long to be remembered.

Mr. Cossum's reply to the message of the Nylaw is as follows:—

My Dear Mr. Bassett: The most gracious greeting from my Nylaw friends has just been most gratefully received by me. I am keenly appreciative of the friendly spirit which inspired the inditing of such a message of hope and confidence in the midst of festive revelry. It is such remembrances from old time friends that tend to dispel the gloom of one's environment in a place like this? It was in-



deed considerate of the boys to think of me and to let me know that they were so doing. It was also kind of you to see that their message reached me. I am thankful, very thankful to you all. I shall probably never be able to see any of you again, as I am totally blind, but I shall treasure with pleasure this valued token of unabated good fellowship. Will you be good enough to furnish me with the addresses of the signers so that I may write each personally.

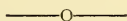
I thank you very much for the Bulletin. As I have been over all of the ground covered by the Nylaw tour I am much interested in your account of the trip.

With highest regard and esteem for my old time friend, I am just as ever

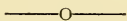
Fraternally yours,

Chas. F. Cossum.

July 8, 1918.



**To eat and make merry.**—Make a note in your diary to the effect that the annual eat of the L. A. W., a ceremony preceding the annual meeting of the National Assembly, will take place on Thursday, Sept. 12th. Be a loyal and efficient member of the L. A. W. and show your interest by taking a ticket even if you don't come and eat. Every extra dollar means just so much towards the expenses, for we give the dinner to the members at cost price and the treasury stands for the overhead charges. But we want you to come and show the world that the L. A. W. is not moribund. Boston is the host and Boston wheelmen should respond liberally. The cost will be but a dollar and that is a modest price for a banquet. When the dinner bell rings we hope to see you at the table. This will be our thirty-ninth dinner.



**From Over There.**—Our French correspondent wants to turn back the leaves in our history:—

To the Editor, Publisher, Manager and Owner of the Bulletin:—

What Fred Patee wrote for the Bulletin in the May issue was specially interesting because it was in reminiscences of the L. A. W. history, and that's what we other

old-timers like to read. (Let us have some more of it—consult such celebrities as Bob Garden, Dave Post et al). Moreover, Patee is one of the authentic—il n'y en a pas de mieux qualifie.

By the way, in all justice, shouldn't some of the Hendee stock belong to him?

I haven't kept track of Patee's progeniture, but when he says the Century Road Club is one of his babies he is probably right—with F. Ed. Spooner as accessory midwife or godfather. However, even if the following is not entitled to a claim on the parentage of the famous organization, it ought to be, as it marks the day when Bill Herrick gave birth to his first century.

I don't remember the date, but Bill Herrick, Eddie Newman, George D. Moffatt, myself and one or two others evolved a century on the Washington Park (Chicago) boulevards, on a summer's day and in an ardent sun. It was Herrick's first attempt and we kind colleagues had sworn to pull him through.

We did, and he lost twenty pounds of weight. We could see it oozing from him hour by hour. It was a heroic case of proud determination imposing a superstrain on one-hundred-and-ninety pounds of Official Chief Centurion who had to justify his title.

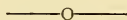
Herrick's red head bobbed up and down over the handlebar throughout that long memorable day, and toward the end of the diurnal his bulging eyes inquired: "In manus tuas, my faithful comrades, but ye gods! how much longer?"

To shorten the narrative—what was left of Bill Herrick finally got through and gained his first gold bar, and that remarkable personage added a number of other bars to his sweater front in subsequent and less agonizing efforts.

In connection with this epoch-making event, I remember that Moffatt was riding one of his then celebrated Moffatt bicycles with tin rims and a hollow tire. It didn't make any difference whether the tire was inflated—in fact, Moffatt's tire punctured and he didn't know it.

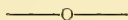
Le Havre, June 10, 1918.

No. 303.



**Death of Howard L. Perkins.**—Died, on June 19th, Howard L. Perkins, of Providence, R. I. He joined the L. A. W. on Nov. 20, 1884 and took out a life membership

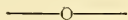
on Jan. 3d, 1887. He held L. A. W. number 145. Some eight years ago he had a slight cerebral hemorrhage and since that date had clots of blood form in different parts of his body. These seriously interfered with his ability to talk and a brain clot several weeks ago confined him to the bed and he did not recover. He was a valuable member of the L. A. W. In 1902 he was a Vice President and he served several years as Consul and Vice Consul of the Rhode Island Division. He was one who could always be depended upon for work in the interest of the L. A. W. and he seldom missed a business meeting. He was a charming companion and he had a host of friends who will sorely regret his loss. The L. A. W. and the R. I. Division has lost a valuable member and a host of wheelmen will regret the loss of a good friend.



**Races at New Bedford**—On July 4, five thousand spectators turned out for the first bicycle races run there for years. The races were under the auspices of a local committee of local bicycle dealers with the purpose of boosting the sport, which at one time held sway in the whole city.

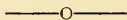
The program started with a big parade and the following scored wins: Motorcycle division—won by Thomas Gifford; Men's division—won by Manuel Nunes; Women's division—won by Estelle Dion; Juvenile division—won by Edward Holt; Horrible division—won by George Chabotte.

Twenty-two entries lined up for the four-mile race. Ray Bauldry won. Jennie Cisking won the girls' race and Milton S. Handford the 100-yard slow race. Osias Lajeunesse won the 12-mile handicap race. Ray Bauldry, a scratch man, won time prize in 32:00.

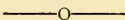


**Fred M. Sanborn, the Baltimore cyclist**, failed in his second attempt to break the New York to Boston record on July 8th at a point where his goal was almost in sight. A heavy downpour of rain when the cyclist was a short distance past Marlboro, Mass., and only 22 miles from the city hall at Boston was the cause of his failure, the rainfall causing the roads to become slippery and making it impossible to maintain the fast pace upon which he was relying to bring him into Boston in record time to beat V. Cestone's present mark.

**Fred St. Onge**, known around the world as a trick cyclist, former speed merchant and for the past three years with A. E. Bregent, of Montreal, has severed his connection with that house. St. Onge rode in the big costume parade held on July 4th in the character make-up that earned for him a world wide reputation.



**Bobby Walthour**, the veteran cyclist, who more recently has been traveling in the South for Walthour & Hood, Atlanta motorcycle and bicycle distributors, has accepted a post as director of athletics in France for the Y. M. C. A., and he will sail for "Over There" in the course of a few days.

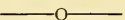


**George L. Cooke**, of Providence, R. I., celebrated his seventieth birthday on June 20th by riding 25 miles on his bicycle. Reports that he feels as fine as a fiddle.

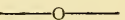


He—Did you see those motors skid?

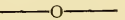
She—How dare you call me that!—London Opinion.



**National Highway Provided for.**—The National Old Trails Association announces that everything has been provided for the building of a national transcontinental highway from Washington, D. C., to Los Angeles, Calif., arrangements for it having been completed in every state through which it will traverse except a few counties in Kansas and Missouri. The final determination of the route will be made in June, it is announced.



If the reported decree of fashion-makers is correct that pockets must disappear from men's clothes while they are getting on women's, the last vestige of masculine superiority will be swept from the face of the earth.



What enabled Adam to live for hundreds of years was the fact that he lived out of doors. And our worthy ancestor didn't care a fig about hygienic clothing, either!



Cyclist (on entering hotel) — This place is under new management, I see.

Second Ditto—Why, the old proprietor is still about.

First Cyclist—Yes, but he got married last week.

—○—  
The proper way to tour for sight-seeing is to linger in the place one wishes to see, and never mind time until one has absorbed everything one is interested in. Then paddle on to the next halting-place.

—○—  
Out of work—the other twenty-two letters.

—○—  
Hymn before battle—Here comes the Bride.

—○—  
Eggs may be fresh, but they are never impudent.

—○—  
A man of mettle may have too much brass.

—○—  
Wife—Tom, I want \$20 for pin money.

Hub—Great Scott. Here it is, but I'm darned glad you don't want to buy spikes.

—○—  
No matter how saving you may be you can't have a vacation without spending it.

—○—  
Man's inhumanity to man makes countless millionaires.

—○—  
“Don't you find it hard these times to meet expenses?”  
“Hard? Man alive! I meet expenses at every turn.”

—○—  
“I have dropped eggs for breakfast.”

“On toast or from the menu?”

—○—  
“Are you fond of indoor sports?” “Yes; if they know when to go home.”

—○—  
**National Assembly Meeting.**—The Annual Meeting of the National Assembly will be held at the Hotel Marlave, 33 Bromfield St., Boston, on Thursday evening, Sept. 12th, at 8 o'clock. There will be read reports of officers; the annual election of officers and such business as may be brought up will be considered. We hope for a large attend-

ance. Ballots to be voted by mail by those who cannot attend the meeting will be forwarded to delegates.

Fraternally,

Abbot Bassett,  
Secretary-Treasurer.

105 Central Avenue, Newtonville, Mass.

—o—

**Annual Dinner of the L. A. W.**—The Annual Dinner of the L. A. W., to which all members of the League are cordially invited, will be held at Hotel Marlave, No. 33 Bromfield St., Boston, on Thursday evening, Sept. 12th, at 6 o'clock. Dinner tickets \$1, and we may rely upon having the best dinner that can be had in Boston at the price. It is hoped that the Boston members will respond to this invitation, since they are in a measure the hosts of those who come from a distance. Come and enjoy, as well as help make, a good time. Bring guests if you wish to. As we have to guarantee a given number of plates, it is important that the Secretary be notified, on or before September 9, by those who will dine with us. Don't fail to notify.

Fraternally,

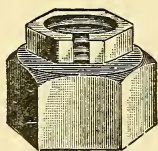
Abbot Bassett,  
Secretary-Treasurer.

105 Central Avenue, Newtonville, Mass.

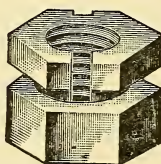
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## “The Cheapest Life Insurance”

is what **COLUMBIA LOCK NUTS** have been termed by one who knows their value. Use will demonstrate that the description was not misapplied.



REGULAR



IMPROVED

**Not like other nuts, they will NOT shake loose.**

No cotter pins or other devices needed. Made in all sizes and threads. Send us size of bolt you had to tighten that nut on yesterday. We will fit a Columbia Nut to it—FREE. A booklet with prices mailed on application.

**COLUMBIA NUT & BOLT CO., Inc., Bridgeport, Conn.**

# The League of American Wheelmen

Organized May 31, 1880

An organization to promote the general interests of cycling, to ascertain, defend and protect the rights of wheelmen; and to secure improvement in the condition of the public roads and highways.

We invite men of good character to join us in prosecuting the good work we have undertaken.

## Officers For 1917-18

President, Milo M. Belding, N. Y. Athletic Club, New York City; 1st Vice President, Elmer G. Whitney, Dover, N. H.; 2nd Vice President, Wm. M. Frisbie, Ozone Park, N. Y.; Secretary-Treasurer and Editor of Publications, Abbot Bassett, 105 Central Ave., Newtonville, Mass.; Auditor, Augustus Nickerson, Milton, Mass.

## APPLICATION FOR MEMBERSHIP

**ABBOT BASSETT, Secretary L. A. W.**

DEAR SIR:—Enclosed find the sum of ONE DOLLAR, of which seventy five cents is for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the Official Bulletin, and request that he enter my name as a subscriber to same for one year.

Name, .....

Street, .....

City and State, .....

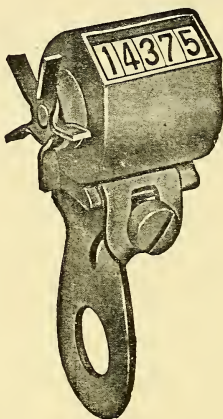
References, .....

Address all applications for membership and all communications to L. A. W. Headquarters

**ABBOT BASSETT, Secretary-Treasurer**

105 Central Ave., Newtonville, Mass.

# Veeder Cyclometer for Bicycles



*Simplicity*

*Accuracy*

Registers 9999.9 miles and repeats. Dust and waterproof. Figures large enough to be read from saddle. Price \$1.00.

## Veeder Trip Cyclometer

With an extra dial which can be set back to zero to register the mileage of each trip. Price \$2.00.

## Veeder Motorcycle Trip Cyclometer

Made stronger than the regular bicycle cyclometer and is designed to withstand the harder usage due to the high speed of motorcycles. Price \$3.00.

## Veeder Odometer

To register mileage of automobiles and horse-drawn vehicles.

We guarantee Veeder Cyclometers and Odometers for one year against imperfections in materials or workmanship.

Complete descriptive catalogue sent on request.

## The Veeder Manufacturing Co.

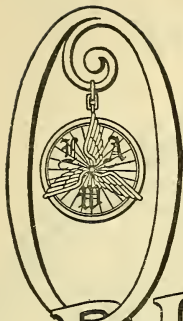
Hartford, Conn.

C. H. VEEDER, President

H. W. LESTER, Secretary

D. J. POST, Treasurer.





OFFICIAL  
BULLETIN  
AND SCRAP BOOK  
OF THE  
LEAGUE OF AMERICAN WHEELMEN

PUBLISHED MONTHLY

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**SEPTEMBER, 1918**

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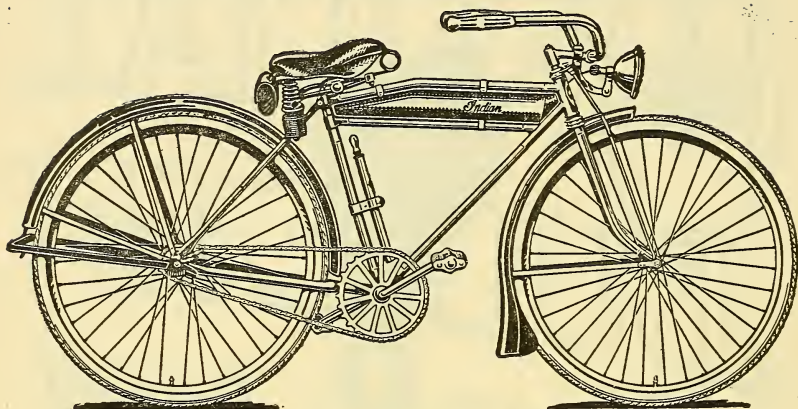
**50 Cents Per Year; 60 Cents in Boston Postal  
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**L. A. W. PUBLISHING COMPANY**

105 Central Avenue, NEWTONVILLE, MASS.

# For Your Boy



or for yourself—it makes no difference for you will want an electrically equipped

## INDIAN BICYCLE

With its motorcycle lines, Indian tank battery container, coaster brake, double forks, long-braced handlebars, electric light, and large reflector it represents the biggest bicycle value in the world.

Or if it's a daughter or wife who desires to enjoy healthful out-of-door sport, there are models in the Indian line which give the same great value.

The electrically equipped model is priced at \$45—  
Ten other models ranging in price from \$26 to \$45.

HENDEE MANUFACTURING COMPANY

LARGEST MOTORCYCLE MANUFACTURERS  
IN THE WORLD

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SPRINGFIELD, MASS.

# OFFICIAL BULLETIN

AND SCRAP BOOK OF  
THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - - EDITOR

105 Central Avenue, Newtonville, Mass.

## ADVERTISING RATES

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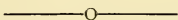
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Vol. 16. No. 9.      SEPTEMBER, 1918.      5 Cents.

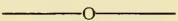
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**The Opening Year.**—August saw the close of the L.A.W. year and September marks the opening of a new year. There have been many closings of the year in the history of the League. Born on Memorial Day the New Year of the early days began on June 1. Later Jan. 1 was the day for opening business. Still later April 1 was the beginning. Later yet a return was made to June 1, and within recent years we open shop on Sept. 1. There were good and sufficient reasons for the several changes, and now we may expect a permanency in the date. We have not noticed that a change of date has made any disturbance in the body politic.



**Keep in the Saddle.**—Because vacation is over and school is in and the preserving season is on and business presses and it grows dark early, are no reasons why out-of-door life should be cut off short. Professional advice appearing somewhere in print, we can't say where now, has said that a good part of the familiar manifestation of inertia following upon the season of more or less vacation relaxation, is not evidence of past over-exertion in country jaunting, nor yet of fatigue in present work, but is merely the physical miss of the out-of-door exercise the system has grown accustomed to in the summer season.



“Does motoring help you to forget your troubles?”  
“Yes,” answered Mr. Chuggins. “When a tire blows out I can't think of anything else.”

**Grim-Visaged War.**—There are about eighty million of us in America who wake every morning with a feeling of vague distress. We say to ourselves, "I'm in trouble about something. What is it?" Then we remember. "Yes, it is the great war. Then we rebel. "It can't be so; it oughtn't to be. Why is it?" And then we realize again that the world has gone mad.

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**Going Some.**—Out of pure philanthropy we suppress the name of the paper the following item was cut from: "A bicyclist, whose identity concerns no one, was riding his wheel through a portion of France when up came a storm of rain. The storm struck him just as he started to coast down a nicely graded hill some five miles long. He proceeded on his journey, and all the way down that hill it rained in torrents on his hind wheel, while his front ran along in the dry dust."—L. A. W. Bulletin; Nov. 7, 1890.

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**Sept. 6 is Lafayette Day.**—Lafayette was born Sept. 6, 1757. Let us therefore, in the name and for the sake of the soldiers that we are sending across the sea, commemorate the name and fame of Lafayette, and above all the generous and exalted principles for which he fought and of which his name is significant. In so doing we shall not be able to enhance the splendor of his fame. But we shall honor ourselves, and we shall denote our appreciation of our own soldiers and their emulation of his services.

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**Wheelman Adee.**—On Saturday Aug. 3, President Wilson sent a note of congratulation to Alvey A. Adee on the thirtieth anniversary of his appointment as second Assistant Secretary of State. This month Mr. Adee will have been 48 years in the service. He was born in Astoria, New York, Nov. 27, 1842. He joined the L. A. W. eighteen years ago, April 20, 1900 and has proved himself a valuable member of the organization.

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**The Golden Wheel** bicycle race, a 50-mile, motor-paced event, was won by Victor Linart of Antwerp, Belgium, at the Revere bicycle track on Aug. 8th. Linart's time was 1h. 12m. 9 1-5s.



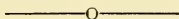
**More Taxes.**—The Ways and Means Committee which is drafting the new war revenue bill has announced that a tax of \$5 a year is proposed for motorcycles. Tax on gasoline two cents a gallon.

Taxes on autos based upon the original listed retail price of the car are as follows:

Car price—not over \$500, annual license \$10; \$500 to \$750, \$15; \$750 to \$1,000, \$20; \$1,000 to \$3,000, \$10 for each \$500 cost.

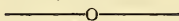
No matter whether you purchase a second-hand car or a new one, you have to pay the license tax, and it would be based upon the original cost price. Even if you purchased for \$700 or \$800, a \$3,000 car, which is four or five years old, you would still have to pay a Federal license based upon the original \$3,000.

The purchaser of a second-hand \$12,000 car would pay a license of \$420 annually.



**Hendee Service.**—Fifteen men in service and one man killed in action is the patriotic record of the transmission department at the Hendee Manufacturing Company's plant. The department recently honored these men by clubbing together to purchase a standard of the national colors and a service flag. Then one noon they had a flag raising with appropriate exercises.

The exercises opened with an address by J. A. Priest, advertising manager, who presented the flags. This was followed by the prayer, "May God save our country, protect its people and the Allied forces," and all joined in "The Star Spangled Banner."



**Yellowstone Highway.**—Construction of the first mile of the proposed cement stretch of the Yellowstone highway now seems to be assured. Fred Patee, who has promoted this project for several years, recently had the city attorney of Casper, Wyo., with the approval of the mayor, draw up a petition for a paving district of west Second street, which is a part of the Yellowstone highway, and has secured the promise of the owners of more than 60 per cent of the frontage for a distance of more than two miles that they will sign the petition for a cement highway.

In the same issue we have to record this month the Grand Old Man of English Cycling and the Grand Old Man of the L. A. W. The one is 85 years old and the other in his 80th year.

—○—

**Would rather ride than work.**—Some of the young fellows who ride bicycles have been inclined to laugh at the old fellows who belong to the two oldest bicycle clubs in the U. S. who have been touring in automobiles. If not, why not? The two parties that toured through the Berkshires in June were members of the League of American Wheelmen and they toured as wheelmen. Do not automobiles have wheels? Are not infants in baby carriages, wheelmen? The term "wheelmen" is all inclusive, and takes in the final ride to the cemetery. Some time we are bicyclers but many more times we are wheelmen. It should be borne in mind that wheelmen travel thousands of miles and see stretches of country that few bicyclers have the time or are able to see.

—○—

**Sanders Sellers** was one of the greatest English racing men in his day, though modern cyclists, no doubt, have never even heard his name. He died quite recently at Bridgetown, West Australia, after a short illness. He was a splendid exponent of the tall machine, and not only possessed good staying powers but was a brilliant sprinter. He came to America in 1884 and at the Hartford tournament of Sept. 9 of that year he lowered the world's record for a mile to 2.39. It was a wonderful performance and he became a popular hero.

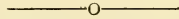
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**Old Timers.**—The recent meet of the English Fellowship of Old Time Cyclists proved a great success. The veterans mustered strongly, and the names indicate how representative they were and the spirit of enthusiasm which animates those ancient cyclists, many of whom we are personally acquainted with. There were 123 at lunch.

—○—

**Capt. James Tracy Potter**, of North Adams, Mass., member of the L. A. W. No. 896, joined June 15, 1900. Capt. of the 138th Infantry. A cablegram from him, received by his wife, states that a bullet went through his leg, but that the wound is not serious. He went across in command of

M company, 104th Infantry, was transferred to general headquarters, and more recently to the 138th Infantry. He served three years in the Massachusetts Legislature.



**State Convention of Mass. F. A. M.**—The State Convention of the F. A. M. held at Norumbega Park, Auburndale, Mass., on Sunday July 21, was in every way a decided success. The Park is admirably adapted to accommodate an outdoor convention and large enough to hold very many wheels without crowding. Boston sent 300 riders and every state in New England was represented. Upwards of a thousand wheels were on the grounds.

H. G. Ramsey was on the scene early with a large number from Uxbridge, and J. B. McNaughton was in charge of a large delegation from Springfield. The Worcester Motorcycle Club, headed by George Clift and E. W. Davis brought in about two hundred from Worcester.

Prizes were awarded as follows:—There were prizes in each class. First prize for a solo outfit driven by a man was a tire and a speedometer. The first prize for a solo outfit driven by a woman, was a speedometer, donated by George N. Holden, Boston agent for the Indian. The first prize for tandem outfits was a tire and a speedometer. First prize tandem driven by a lady, sweater coat and hand horn.

First side car prize, a tire and saddle. First prize, side car driven by lady, side car robe. The prizes for the prettiest blonde and brunette were donated by the management of the Norumbega Park Theatre. Mr. White and Maxine Brown, members of the Liberty Players Stock Company, and Mr. and Mrs. Charles Nally were the judges.

The prize for the club having the best looking turnout was awarded to the Lowell Motorcycle Club. The prize was a beautiful cup donated by the Hendee Manufacturing Company of Springfield.

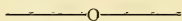
Books for the enrolment of members were opened and over 200 new members were obtained.

At noon the riders enjoyed a basket lunch in the beautiful grove. In the afternoon the state convention and election of officers was held in the Theatre. The following officers were elected: Governor, Jes. Campbell, of the Harley Davidson Co.; Secretary, J. B. McNaughton of the Hendee

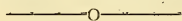
Manufacturing Company; Treasurer, John Wing, Melrose; board of directors, E. W. Davis, Worcester; H. G. Ramsey, Uxbridge; Ben C. Straube, Boston, and Joe Parmentier, Lowell.

Twenty-seven ballots were cast and those who were elected received a unanimous vote.

The membership of the F. A. M. up to July 22 was 2398 with the following states in the lead: New York, 515; Mass., 261; New Jersey, 253; Penn., 237. The conventions that have been held in the several states will make a decided increase in the membership.

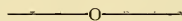


**Potter at Home.**—We are in receipt of a beautiful picture of Isaac B. Potter and family on the piazza of their home at Riverside, Calif. It reveals to us the fact that Isaac B. is supremely happy. His wife and two daughters are in the picture. The house is very nearly covered with flowering vines, and it is large enough to have spare chambers for any of the old time friends who may find themselves in that locality. We think that our old friend would undertake to house a League meet should one be called for Riverside. When we think of the damp cold and wet summers in New England the past two years we certainly envy our good friend who lives in a land of eternal summer.



**Bicycles not yet Essential.**—Will you kindly state in the next issue of your publication that the War Industries Board has not taken action in declaring the bicycle in the list of essential manufactures.

It is, therefore, a serious question whether or not bicycle manufacturers will be able to supply jobbers and dealers for the duration of the war unless such an order shall be issued in the future.—Bicycle Manufacturers Association, Joseph Goodman, Sec'y.



**Harold Dorr Hayes of Waban, Mass.,** who left Boston a year ago as corporal in the 101st Engineers, has been promoted to 1st lieutenant, according to a cable message received by his father Herbert Hayes of the L. A. W. Harold is 24 years old. He was educated in the Newton schools and at Annapolis. He was formerly captain of the Newton H. S. baseball team, and when he went to Annapolis, he was



made centerfielder on the Navy team. When he left the Naval Academy he went to work for the Midvale Steel Corporation. A year ago he enlisted as a private in the 101st Engineers.

For the past three months he has been studying at the Army Engineer School in France.

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**Cortlandt De Peyster Field** died suddenly at his home at Peekskill, New York, Aug. 8, in his 80th year. He joined the L. A. W. in 1896 and held No. 734. He was noted for his philanthropies and as a member of the L. A. W. he was one of its benefactors. He paid for 15 life memberships and these included many earnest League workers who had commanded his respect for their services rendered for the L. A. W. He was interested in the work for good roads and contributed substantial sums towards building and repairing highways in his locality and he gave a public library to Peekskill. His purse was at the service of any good cause which the League stood sponsor for and in many ways he lent a helping hand to further every worthy endeavor that the League entered upon. We never met him personally, but as a correspondent he was highly valued and respected.

Mr. Field had a license to preach from the Episcopal authorities although he was never an ordained clergyman.

He leaves his wife and one sister, Mrs. John T. Parsons.

Born Dec. 28, 1829 he was the oldest member on our list.

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**Edgar L. Davenport.**—A fine actor, an enthusiastic rider of the wheel and an all around good fellow has passed away.

Edgar Loomis Davenport, one of the few surviving former favorites of the Boston Museum stock company of a generation ago, died last month at his home in Dorchester, aged 56.

Mr. Davenport was a son of the late Mr. and Mrs. Edward L. Davenport, both of whom stood at the head of the theatrical profession in this country for many years.

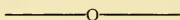
They had a number of children, nearly all of whom adopted the stage. Survivors are Mrs. William Seymour of Duxbury, formerly May Davenport; Mrs. C. H. Piers of Phila-

delphia, once Florence Davenport; Miss Blanche Davenport of New York, once a popular opera singer, and Harry Davenport. The late Fanny Davenport was the eldest daughter.

He was a member of the Boston Museum company for five years, beginning in 1887. Mr. Davenport is survived by his wife, who was Miss Louise Davis and by a daughter, Miss Margery Davenport.

He was one of the early wheelmen and was riding the wheel when Wentworth Rollins made his famous ride from Saratoga to New York City, July 3, 1879. He joined the L. A. W. in 1881. While he was in Boston he was a member of the Mass. Bi Club and his fellow members on several occasions made up theatre parties for the Boston Museum. An especially large party was at his benefit performance when Marie Burress played opposite to him in *Camille*. He was constant in his attendance at the Chestnut Hill Rendezvous on Sunday mornings in the old days and the writer of this notice went on several short tours with him. He was one of the kind of good fellows that we can never forget.

He was buried in the family lot in Forest Hills, where also lie buried Mr. Davenport's sister, Fanny Davenport; and the parents, Mr. and Mrs. Edward L. Davenport.



**Death of Joseph Atto.**—England's Grand Old Man of Cycling has passed away. The Irish Cyclist says of him:

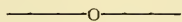
"Eighty-five years old, and ever an enthusiastic follower of the pastime, Mr. Joseph Atto has gone to his long rest. He will be mourned by many, and especially by his fellow-members of that famous old body of wheelmen, the Pickwick Cycling Club, which Mr. Atto joined as far back as 1878. As 'Nathaniel Pipkin,' he was known and respected throughout the cycling world. Up to about three years ago, when the amputation of one of his legs became necessary, he was always one of the band of Pickwickians who regularly enjoyed outings on the road, and he was a notable figure at the lively social gatherings which from time to time marked the history of his club. Blessed with the happiest of temperaments, he was the life and soul of a party, and his witticisms were many and varied. Up to the last nothing could restrain his flow of high spirits. He was a

wonderful man. At 60 he won the club gold medal for riding 281 miles in the North Road all-day ride. He celebrated his 70th birthday by riding from London to King's Lynn—108 miles. He was president of his club in 1913, and in that year he was paid the compliment of being elected an honorary member of another ancient body, the Boston Bicycle Club, U. S. A.

"He was confident that the open air life was conducive to a long and happy earthly existence, and surely he was a living proof of the theory.

"The Grand Old Man is no longer with us, but his memory will remain for many years."

According to the rules of the Pickwick Club every member is assigned the name of some character in Pickwick Papers, and the President is always "Samuel Pickwick." Mr. Atto was "Nathaniel Pipkin," the Parish Clerk.



**Wright Airplanes.**—To two brothers, Wilbur and Orville Wright, bicycle dealers at Dayton, Ohio, must be given credit for the successful airplane. Wilbur Wright died several years ago. Orville is still living and still turning out the flying machines. The Society of Automotive Engineers has recently finished a session in Dayton. It was appropriate that such an organization should hold its meeting at this time in the very centre of the country's aircraft activities, and that it should end its sessions with a demonstration in honor of Orville Wright.

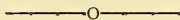
The invention of the airplane was no lucky accident. It was the result of the hardest sort of hard, systematic work. The Wrights worked out the theory of the resistance of curved surfaces to air, and then built their planes in accordance with the results obtained in their laboratory. They had found in the course of their experiments that a rigid plane was unstable in the air, and was liable to upset. So they studied that problem until they found the solution in making the tips of the wings flexible, and under the control of the operator.

The next thing was to get a proper motor to drive the machine. An automobile factory might have made a special job, but that would have been expensive and the Wright brothers had no funds. So they had to get up the theory of the gas engine, design their own motor and have it built.

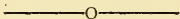
Finally they encountered the problem of the propeller. They worked out the theory of air propellers and on the basis of their laboratory work constructed the right propellers for their first plane.

The first flight made in a heavier-than-air machine was the result of years of intelligently directed effort.

The work done by the two brothers in the laboratory they set up years ago in their little shop in Dayton was the foundation for this new industry which is taxing the mechanical resources of the world in war time, and which will be an important factor in the life of the people with the coming of peace.



**Concerning Engines.**—Our readers should not fail to read the new advertisement that appears in the O. B. this month. The man behind the advertisement is Geo. R. Bidwell formerly of New York. He has been one of the prominent workers for the L. A. W. from the time of its organization in 1880 and he is not through yet. The North American Engines are good enough to demand twenty-four hours of work every day in the year except Sundays, and George is kept busy. Members will please look over their stock of engines and if any are found defective, let George do it for you.



**National Assembly Meeting.**—The Annual Meeting of the National Assembly will be held at the Hotel Marlgrave, 33 Bromfield St., Boston, on Thursday evening, Sept. 12th, at 8 o'clock. There will be read reports of officers, the annual election of officers and such business as may be brought up will be considered. We hope for a large attendance. An important question to be considered will be,—“Shall the official organ be continued in spite of the added expense of material and the burden of expense thrown upon the distribution by the Zone system?” We believe the Bulletin should be continued for upon it depends the very existence of the L. A. W., and we are in hopes that a way will be found to meet the problem.

Fraternally,

Abbot Bassett,

Secretary-Treasurer.



**Annual Dinner of the L. A. W.**—The Annual Dinner of the L. A. W., to which all members of the League are cordially invited, will be held at Hotel Marlave, No. 33 Bromfield St., Boston, on Thursday evening, Sept. 12th, at 6 o'clock. Dinner tickets \$1, and we may rely upon having the best dinner that can be had in Boston at the price. It is hoped that the Boston members will respond to this invitation, since they are in a measure the hosts of those who come from a distance. Come and enjoy, as well as help make, a good time. Bring guests if you wish to. As we have to guarantee a given number of plates, it is important that the Secretary be notified, on or before Sept. 9, by those who will dine with us. Don't fail to notify.

Fraternally,

Abbot Bassett,

Secretary-Treasurer.

105 Central Avenue, Newtonville, Mass.

—————○—————  
"I can't afford an automobile."

"But I thought you had one."

"I have. That's how I discovered that I can't afford one."

—————○—————  
"What is your favorite text in the Bible?" asked Brown.

"John xxi., 3," replied Jones.

"And what is John xxi., 3?" asked Brown.

"I go fishing," replied Jones.

—————○—————  
"I hear that you have bought your daughter an automobile. Pretty expensive game, isn't it?"

"No, it's a matter of economy. I figured that the car will keep her away from bridge parties."

—————○—————  
"What kind of luck have you had with your car?"

"Fine," replied Mr. Chuggins.

"But it must give you trouble sometimes."

"No. When it's running we enjoy the travel and when it isn't we're saving gasoline."

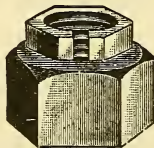
—————○—————  
"Would you call eating lobster and cream putting down a disturbance?" queries a correspondent.

—————○—————  
A manufacturer of wheels is not a tailor but he always tries to make his own bicycle suit.

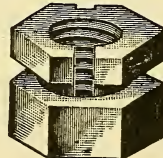


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is what **COLUMBIA LOCK NUTS** have been termed by one who knows their value. Use will demonstrate that the description was not misapplied.



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**Not like other nuts, they will NOT shake loose.**

No cotter pins or other devices needed. Made in all sizes and threads. Send us size of bolt you had to tighten that nut on yesterday. We will fit a Columbia Nut to it—**FREE**. A booklet with prices mailed on application.

**COLUMBIA NUT & BOLT CO., Inc., Bridgeport, Conn.**

# The League of American Wheelmen

Organized May 31, 1880

An organization to promote the general interests of cycling, to ascertain, defend and protect the rights of wheelmen; and to secure improvement in the condition of the public roads and highways.

We invite men of good character to join us in prosecuting the good work we have undertaken.

## Officers For 1917-18

President, Milo M. Belding, N. Y. Athletic Club, New York City; 1st Vice President, Elmer G. Whitney, Dover, N. H.; 2nd Vice President, Wm. M. Frisbie, Ozone Park, N. Y.; Secretary-Treasurer and Editor of Publications, Abbot Bassett, 105 Central Ave., Newtonville, Mass.; Auditor, Augustus Nickerson, Milton, Mass.

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**ABBOT BASSETT, Secretary L. A. W.**

DEAR SIR:—Enclosed find the sum of ONE DOLLAR, of which seventy five cents is for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the Official Bulletin, and request that he enter my name as a subscriber to same for one year.

Name, .....

Street, .....

City and State, .....

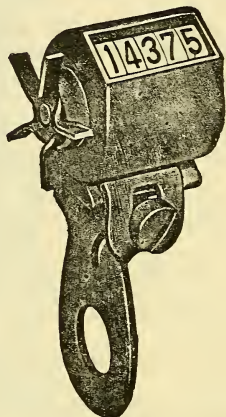
References, .....

Address all applications for membership and all communications to L. A. W. Headquarters

**ABBOT BASSETT, Secretary-Treasurer**

**105 Central Ave., Newtonville, Mass.**

# Veeder Cyclometer for Bicycles



*Simplicity*

*Accuracy*

Registers 9999.9 miles and repeats. Dust and waterproof. Figures large enough to be read from saddle. Price \$1.00.

## Veeder Trip Cyclometer

With an extra dial which can be set back to zero to register the mileage of each trip. Price \$2.00.

## Veeder Motorcycle Trip Cyclometer

Made stronger than the regular bicycle cyclometer and is designed to withstand the harder usage due to the high speed of motorcycles. Price \$3.00.

## Veeder Odometer

To register mileage of automobiles and horse-drawn vehicles.

We guarantee Veeder Cyclometers and Odometers for one year against imperfections in materials or workmanship.

Complete descriptive catalogue sent on request.

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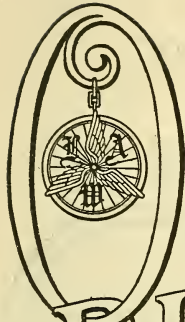
Hartford, Conn.

C. H. VEEDER, President

H. W. LESTER, Secretary

D. J. POST, Treasurer.





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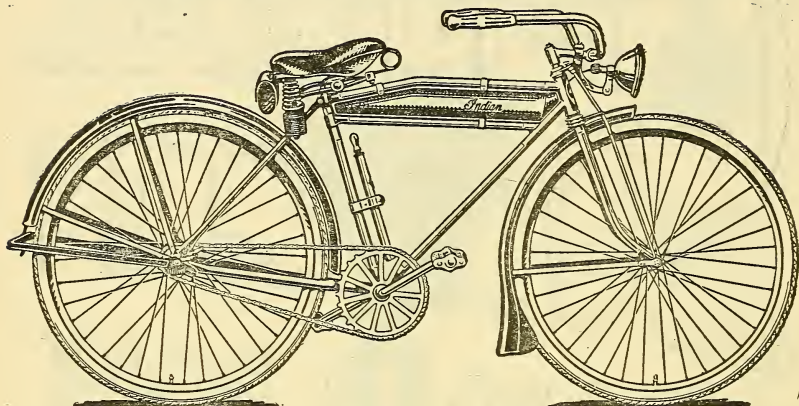
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## INDIAN BICYCLE

With its motorcycle lines, Indian tank battery container, coaster brake, double forks, long-braced handlebars, electric light, and large reflector it represents the biggest bicycle value in the world.

Or if it's a daughter or wife who desires to enjoy healthful out-of-door sport, there are models in the Indian line which give the same great value.

The electrically equipped model is priced at \$45—  
Ten other models ranging in price from \$26 to \$45.

HENDEE MANUFACTURING COMPANY

LARGEST MOTORCYCLE MANUFACTURERS  
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SPRINGFIELD, MASS.

# OFFICIAL BULLETIN

AND SCRAP BOOK OF  
THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - - EDITOR

105 Central Avenue, Newtonville, Mass.

## ADVERTISING RATES

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OCTOBER, 1918.

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## NATIONAL ASSEMBLY—L. A. W.

The annual meeting of the National Assembly was held at Hotel Marlgrave on Thursday evening Sept. 12. It was registration day and the dinner had to be a "dry" affair save only a water portion. Having used fire to win the war the authorities requested the company to try water as a quencher, and even the temperance contingent willingly complied.

It was a goodly company at table and withal an interesting meeting. The following were present:— Vice-President, Elmer G. Whitney; Vice-President, Wm. M. Frisbie; Sec.-Treas., Abbot Bassett; Ex-Presidents Chas. J. Obermayer, Geo. L. Cooke and Quincy Kilby; Ex-Vice-President J. C. Howard. Also John J. Fecitt, Chas. A. Collins, E. H. Norris, H. W. Bullard, Allen Swan, J. W. Swan, J. Rush Green and two guests, Fred D. Irish, Prof. W. W. Share, Louis R. Muller, Arthur P. Benson, Thomas H. Hall, Henry Crowther, R. E. Hamlin, James Ward, D. A. Cooke, Royal T. Lapham, Edward P. Burnham from California and one guest.

In the absence of President Belding, Vice-President Whitney presided. The first in the order of business was the

### Report of the Secretary-Treasurer.

The late lamented Patrick Henry is reported to have said in 1775—"I know of no way of judging of the future but by the past."

When the time comes for us to look up the record of the past year on the books of the L. A. W. we have good reason to applaud the loyalty, the enthusiasm and the generosity displayed by the membership. True it is that the tide is on the ebb, but it is moving at a very slow pace and we may look for many years of fruitful existence if our numbers decrease at no greater rate than we have known them to during the last five years. It would seem that we should benefit by the young blood now coming forward, but the young blood of the present day has not taken to the wheel, and the touring, the fine exercise and the delightful companionship that the veterans of the L. A. W. enjoyed when they were young has made no loud appeal to the youth of to-day. "Tis true 'tis pity; and pity 'tis 'tis true."

We number to-day 874 members. Five years ago we numbered 1043. In five years we have lost 169 members. The tide ebbs very slowly.

The membership by states stands as follows:—

Calif., 26; Colo., 5; Conn., 34; D. C., 7; Fla., 5; Idaho, 2; Ill., 38; Ind., 7; Iowa, 8; Kan., 3; Ky., 8; Me., 7; Md., 12; Mass., 167; Mich., 11; Minn., 2; Mo., 13; N. H., 16; N. J., 62; N. Y., 205; O., 26; Ore., 2; Pa., 140; R. I., 35; Tex., 2; W. Va., 2; Wis., 10; Wyo., 3; Canada, 3; England, 2; and one member for each of the following:— Del., Mont., No. Car., Utah, Vt., Va., Wash., France, China, Phil. Ids., Hawaii.—Total 874. Last year we reported a total of 901. We have lost 27 members within the year.

Ten years ago in Sept. 1908, we numbered 1,632; twenty years ago, 1898, in Sept. we numbered 81,282. This was the year of our greatest shrinkage. On Jan. 27 of 1898 we had 103,293 members, our greatest total. In the succeeding seven months we lost 22,011 members. In the great total the following states took the lead:—New York, 26,983; Penn., 24,979; Mass., 12,899. All the rest, 38,432. Thirty years ago, in Sept., 1888, we numbered 11,283.

During the past year we have lost, by death, among others, the following well-known brothers of the wheel:—Alonzo D. Peck, Mass., joined 1883; Howard L. Perkins, R. I., joined 1884; Chas. S. Davol, R. I., 1885; Dr. A. F. Wyman, Mass., 1885; J. Emory Tippet, Mass., 1887; Geo. T. Stebbins, N. Y., 1890; Paul Butler, Mass., 1893; John R. Williams, Mo., 1895; Courtlandt DeP. Field, 1896.

The Auditor's report will show that we are further re-



moved from bankruptcy than we were a year ago for our cash on hand \$54.79 exceeds by 80 cents the balance on hand last year.

At the expiration of the last five years we are confronted once more with the problem of the Official Bulletin. An organization like the L. A. W. without means of communicating with its members can neither gain nor hold members. They must be given evidence that the organization is alive to their interests and actively at work disseminating information regarding what is being done in that particular direction wherein they are interested. Just now an increased expense is thrown on the publisher by the recently adopted zone system of mailing, the increased cost of material and the high cost of living.

In 1901, 17 years ago, we instituted the life memberships. The applicant for this membership paid \$10. Of this amount \$5 was given to the Member's Division; \$2.50 to the L. A. W. and \$2.50 was awarded to the publisher of the Bulletin, and for this sum he was expected to furnish the Bulletin during the life of the member. In 1908 it was found that it was impossible for the L. A. W. to carry out the agreement and the situation called for a radical change. In paying the Life membership fee the applicant paid for the Bulletin for 5 years and after 1908 the whole expense of supplying the Bulletin to life members had to be met from the League treasury. The L. A. W. officers felt they were in duty bound to fulfill their promise, and they also felt that an official organ is essential to the well being and even the life of the L. A. W. A paper was drawn up and a goodly number of life and active members agreed to pay sums from \$1 to \$5 per year in order to ensure the perpetuity of the Bulletin. The sum raised each year has been almost but not quite sufficient to cover the deficit, but the L. A. W. has been able to provide the balance. It can easily be seen that a paper like the Bulletin, which has little advertising, cannot be furnished 17 years for \$2.50. The obligations of the guarantee end with this year and something must be done if we keep the Bulletin as it now is.

Five years ago a committee was appointed to institute a guarantee fund and what they accomplished met with much success. It is for you, members of the Assembly to provide the way. Those who ride must drive and just now the "drive" is popular.

It would seem that the life members should be willing to pay something in the way of a subscription.

Beginning with the June number of the Bulletin we have given you a better looking magazine. Better paper and better typography and very much less delay in the issue. A new printer is responsible for the change.

We have several members "Over There," but we have heard of few casualties. Capt. James Tracy Potter of No. Adams, Mass., has been reported severely wounded, and Anson D. Knapp, an old time member of Edgewood Park, Pa. reports the death of his son, Harold A. Knapp in France. Meyer Cigal who was rescued when a U-Boat sunk the Tuscania is making a good record on the western front.

Speaking of a "Helping Hand," we feel that every member of the L. A. W. should act as a reporter for the Bulletin within his immediate neighborhood. The best reporter that we have on our staff is a young lady who was for many years private secretary for Isaac B. Potter. She has sent in many very important news items which, but for her we should have missed. We hope that her good work will serve as an example to those of the sterner sex who never give a thought to the needs of the O. B.

The L. A. W. has seen better days if we consider its numerical strength and its financial resources, but never before has it had from its members a more loyal following and support. The grafter has gone; there is no struggle for personal advantage and always a willingness to do and to serve. In the nature of things, with a membership composed of men of advanced age the end is not far away. Let us improve to the best advantage the years ahead of us and prove ourselves true brothers of the wheel.

—o—  
**AUDITOR'S REPORT**

**Receipts**

10 Applicants at \$1.00	\$ 10.00
547 Renewals at \$1.00	547.00
1 Renewal at \$ .75	.75
Gifts to Guarantee Fund	196.50
	\$754.25
Balance in 1917	53.99
	\$808.24

\$808.24

**Payments**

Salary of Secretary-Treasurer	\$139.50
Paid for Bulletin	278.50
Paid L. A. W. Publication Co., Guarantee	196.50
Postage	46.50
Rent	72.00
Stationery and Printing	20.25
	753.45
Cash in hand	\$ 54.79
Balance due on Guarantee Fund	\$ 56.00

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### ELECTION OF OFFICERS

A ballot for the election of officers was taken, with the following result:

Whole number of votes	74
For President, Elmer G. Whitney, Dover, N. H.	74
For 1st Vice President, Wm. M. Frisbie, New York City	74
For 2nd Vice President, Josiah S. Dean, Boston, Mass.	74
For Auditor, Augustus Nickerson, Boston, Mass.	74

The question of the continuance of the Bulletin was taken up for consideration. It was the unanimous opinion of those present that the Bulletin must be continued. Speeches were made by C. J. Obermayer, Wm. M. Frisbie, Thomas H. Hall, Henry Crowther, President Whitney and others. They expressed satisfaction with the present magazine and paid many flattering compliments to the management. The President was requested to send out a circular letter to the life members and also to the active members in order to raise a guarantee fund in the form of a pledge to pay such a sum as they feel able to afford every year for five years. Such sum to be in addition to the regular dues. The President said he would do as requested. A pledge was drawn up and circulated and a goodly sum toward the fund was pledged. Henry Crowther suggested that some concerted move should be made to get more advertising for the Bulletin and he offered to head a committee to undertake the work. He claimed to know many manufacturers and would use his influence to secure their patronage.

The Secretary stated that years of hard work in which

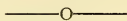
agents had assisted him and had used influence to secure advertising had been met with the answer, "We advertise only in trade papers." He was willing to have others try for their patronage.

It was voted to appoint a committee of three to secure advertising. The following were appointed: Henry Crowther, Marriott C. Morris, Wm. H. Hale.

An orchestra enlivened the occasion with some choice music and the company broke forth in song at intervals. The Star Spangled Banner was sung with much enthusiasm.

The dinner was very satisfactory and was commended by every one present.

Adjourned at an early hour.



### THE WHEEL ABOUT THE HUB

The twenty-seventh Wheel About the Hub and the twenty-fifth under the auspices of the Boston Bi Club started from Leland Square, Roxbury, in a shower of rain on Friday, Sept. 13th. The party was due to start at 9 a. m. but owing to the rain and consequent consideration of those who were to travel on wheels the command "Forward" was not given till 11.30.

Four riders of the wheel were ready to pedal over the route, but only one, Richard E. Hamlin of Providence, covered the whole distance on the first day. On the second day the three others, Capt. W. G. Kendall, of Boston, Geo. L. Cooke of Providence, and Theodore Rothe of Roxbury rode their wheels. Seven automobiles participated in the tour.

The following wheelmen were on the tour:

From Boston and Vicinity—President Andrew O. McGarrett; Captain Walter G. Kendall; Secretary Augustus Nickerson; Quincy Kilby, Chas. W. Reed, Thomas H. Hall, Abbot Bassett, Arthur P. Benson, Kennedy L. Clapp, A. C. Fairbanks, J. Rush Green, Harry H. Kelt, Chas. N. Kendall (in the service), Edward W. Pope, Theodore Rothe, Chas. C. Ryder, Frederick J. Stark, Allen W. Swan, Joseph W. Swan. From N. H.—Elmer G. Whitney, Dover. From Providence, R. I.—George L. Cooke, Thomas P. Himes, Richard E. Hamlin. From Conn.—Fred Atwater. From Brooklyn, N. Y.—C. J. Obermayer, Prof. W. W. Share, W. H. Stafford. From New York City—Wm. M. Frisbie, Jar-

vis C. Howard, Dr. L. C. LeRoy, Geo. B. Woodward. From Poughkeepsie—Henry W. Bullard. From Philadelphia—Henry Crowther.

A reporter on the Boston Transcript staff was present at the start and gave to his paper one of the best reports that the club has had of the start in many years. Although the facts put in print by the reporter are not new to the club members we are tempted to make liberal extracts from them.

"A number of bearded gentlemen were included in the party and the ages ranged from seventy-seven down, with a number of youthful men of fifty years in the party. The average age of the entire party was slightly more than sixty years, the seniors in the group being Charles W. Reed of Atlantic, aged seventy-seven. H. W. Bullard of Poughkeepsie, N. Y., seventy-four, making his fifteenth "Wheel about the Hub," and a veteran of thirty-seven century rides, and Abbot Bassett of Boston, seventy-three, secretary and treasurer for thirty-one years of the League of American Wheelmen. It is claimed for him that he projected and carried out the first organized step in the great movement for the Improvement of Highways. Chas. W. Reed, the only bugler that the club ever had is a veteran of the Civil War and one of his prized possessions is a Medal of Honor, voted to him by Congress for valiant services rendered in the battle of Gettysburg. He has taken active part in more than four hundred of the club's called runs and has missed encircling the Hub only when duties called him to Mexico, Hudson Bay, Vancouver and England.

"Three members of the party celebrate their 66th birthdays this year and each will be prominent throughout the journey. They are Allen Swan, George Woodward and Thomas Hall. Mr. Swan was the first man to cross the continent on a "safety" wheel. Mr. Swan's record run was started on a hard-tired Columbia, May 24, 1891, at New Bedford, and 89 days later, on Aug. 21, he had covered 3549½ miles and was in San Francisco. His journey took him over the Rockies by way of the Weston Pass, 11,000 feet above the sea level and which ran from Hartzel to Leadville, Col. Mr. Woodward rode a wheel for twenty years and is on his 15th run about this city, was a charter member of the League of American Wheelmen, formed at Newport, May 31, 1880, the first president of the Boston Bicycle Club and now is vice president of the Metropolitan



Life Insurance Company. Mr. Hall went over the course for ten consecutive years on a wheel and subsequently for ten years in a machine.

"Practically every member of the Boston Bicycle Club has accomplished some unusual feats and during the run old memories will be recalled. Quincy Kilby of Brookline, a big, robust man of sixty-four years, has the distinction of being the only man who has ridden a bicycle in every town in the State. A. C. Fairbanks of Boston was the pioneer in the introduction of wood rims for bicycles and he has manufactured them since 1892. They are used in every country in the world and years ago a factory was built in Ardennes, outside Paris. When the Germans were marching against the French capital in August, 1914, the Fairbanks factory was blown up to enable the defending forts to have a clear sweep against the Huns who never came.

"J. Rush Green of Somerville never rode a century, but had at least two wheels which carried him more than 30,000 miles apiece, and his wife rode the first ladies' wheel ever seen in this State. Henry Crowther of Philadelphia, who has three sons in service, is a former Boston boy and once was editor of the *Bicycling World* and *L. A. W. Bulletin*.

"One of the old members who is expected to join the party at Mansfield tonight is Edward W. Pope of Newton, former treasurer and the only living member of the Columbia bicycle firm."

The wheelmen, being under cover, defied the rain but they did not make all the stops on the program. A few minutes rest at Jamaica Pond; a call at the Fairbanks Old Homestead, where Mr. and Mrs. Henry Fairbanks served a delicious punch and a basket of rosy cheeked apples; a call at Cobb's to shake hands with Miss Gertrude and then to Lake Massapoag. It was at this spot that the first wheel-about in 1879 stopped overnight. When the run was resumed in 1892 the night was spent at the Massapoag House but the hostelry was burned in 1906 and since then the club has slept at several places. Mr. E. W. Boice has built a fine residence on the spot where the hotel stood, and it was by his invitation that the committee decided to have lunch in the grove on the border of the lake. The rain invited the party to lunch under cover in the garage.

After lunch a start was made for the Tavern at Mansfield. Thirty miles from the start and six miles from Lake Massapoag.

The Tavern opened its hospitable doors for the entertainment of the party and set forth an appetizing dinner after which came a flow of eloquence.

Edward W. Pope, who was on the first run joined the party at this point and gave to Esstee two pictures in frames taken on the first Wheelabout. These will prove a decided addition to the group of cycling pictures now hanging on the walls of League headquarters.

President Andrew O. McGarrett of the Boston Bi Club presided and called up the victims sentenced to speak. During the evening he read telegrams signed by many well-known people. Woodrow Wilson, Theo. Roosevelt, King George, Gen. Pershing and others. It cannot be stated with certainty that the purported writers said what they were credited with saying, but the messages were what they should have said had they been given a chance.

The President had collected a lot of statistics regarding the ages of those present and had found the average age to be 62 years.

Speeches were made by George B. Woodward, E. W. Pope, Elmer G. Whitney and Abbot Bassett, Thomas Hall read a paper which was a tribute to Joseph Atto, of England, a member of the Club and recently deceased. The tribute was written by a fellow member with Mr. Atto in the Pickwick Club of London. Quin Kilby and Dr. Kendall interchanged a few not very flattering compliments to each other in verse. Other speeches were made by Kennedy N. Clapp, Chas. W. Reed, George L. Cooke, Henry Crowther, Chas. J. Obermayer and Wm. M. Frisbie.

A nominating committee was appointed to present candidates for election to the club offices in February. Geo. B. Woodward, Theo. Rothe, George L. Cooke.

A committee consisting of W. G. Kendall, C. W. Reed, Quin Kilby, Aug. Nickerson, Thomas H. Hall and Abbot Bassett was appointed to prepare and present an appropriate souvenir at the next club dinner in February.

The following members of the Club having been on the club roll for 25 years were put upon the Veteran list:—

J. Fred Adams, J. W. Cartwright, Henry Crowther, John J. Fecitt, Arthur H. McOwen, Augustus Nickerson, H. W. Robinson, Frederick Whitney, George Wright.

A vote of thanks was passed to Messrs. Robert Saltonstall, John Dixon, E. W. Boice and to Mr. and Mrs. Henry Fairbanks for courtesies extended on the trip.

There was no sleep for the party on the first day for the "iron tongue of midnight" had tolled twelve before the boys got under the sheets.

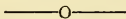
**The Second Day** gave promise of fine weather and the bicycles came out. Now we leave the forests and strike for the open sea. A call at Cobb's and then to the grand old oak at Ponkapog. It was like visiting an old friend for the party had been deprived of the pleasure of greeting its majesty since 1913. Then down to the shooting box and the lake. One hardy member defied the iciness of the water and took a swim.

The lunch of crackers and cheese washed down by beer called the tourists to the Tom Jones lawn. The usual impressive feature of the silent toast to those gone before, followed by Taps by bugler Reed was carried out.

Now to Braintree for a short halt, then a call at Frank P. Sibley's home where we found that the good wife was away and the house closed. A pleasant message was left for Mrs. Sibley. It was Frank's birthday and Frank is "Over There" sending very creditable reports from the front to the Boston Globe.

Smith's Tavern at Nantasket gave out a banquet of clams, chowder, fish and fixings. Here, gentle reader, the party is not only fed but things pleasing to the eye are provided. They call it a cabaret but they don't tell what it was that Cabar eat. Tom Hall of ours helped out the cabaret with "Philadelphia in the Morning." He said he was going to the Quaker City in the morning but he staid at home and Crowther went to Phila. Charley Reed sang "Life is like a Cocktail," a mixture of the good and the bad.

And so ends the eventful tour. The party went home in the dark having stored up a lot of fine remembrances to become evergreens for contemplation in the future.



**Paul Butler of Lowell**, son of the late General Benjamin F. Butler, died last month at his summer home in Gloucester, following an illness of several months from heart trouble.

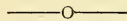
Paul Butler was born in Lowell on July 4, 1852, and was the eldest son of the late General Benjamin Franklin Butler, who was governor of this Commonwealth in 1883.

Since his graduation from Harvard, with the class of 1875, Paul Butler had been in business in his native city, Lowell.

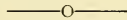
In 1876 he became treasurer of the United States Cartridge Company and President of the U. S. Bunting Co. He also held office in many other companies.

He was a charter member of the Boston Bicycle Club and joined the L. A. W. in the first group of wheelmen that united with the League after the meet at Newport in 1880. He was given number 103, the first hundred numbers having been reserved for the officers.

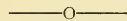
He was interested in outdoor life and had won various trophies in races for sailing canoes. He had served the Vesper Country Club at Lowell as its president. On July 21, 1905, he was married in Lucerne, Switzerland, to Joanna Handy Barstow. Mr. Butler is survived by his wife and sister, Mrs. Blanche Butler Ames, wife of General Adelbert Ames, U. S. A. (retired).



**Harold A. Knapp**, Co. A, 16th United States Infantry, A. E. F., gave his life for humanity July the eighteenth, nineteen hundred and eighteen. France. Son of Anson D. Knapp of Edgewood Park, Pa.



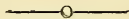
At the annual meeting of the National Assembly and at the Tavern banquet at the W. A. T. H., the question of the future of the Bulletin was brought up and fully discussed. It was the unanimous opinion of those gathered at these meetings that the Bulletin should be maintained at all hazards. The expense of maintaining will be much greater in future than in the past. A pledge was signed by nearly everyone present to pay yearly for five years a sum easily within their means. President Whitney will send out at an early date to all members a request for signatures to such a pledge and hopes for a generous response. It is to be hoped that every life member will pay, at least, a subscription to the Bulletin.



Edward P. Burnham, a before-time racing man was present at the League banquet and was heartily welcomed. He was a member of the famous Pope racing team, than which there has never been a better in the U. S. Hendie, Rowe and Burnham were the men and they won honors both in America and across the water. Burnham was a winner not only on the bicycle but on the tricycle.



Press upon our columns this month has crowded out quite a few news items.



To the members of the L. A. W.

Having been elected to the office of President of the L. A. W. and accepting the position and responsibility, I take this method of greeting my friends of the past and also those whom I have never met, but who by their loyalty and sentiment have made it possible for the grand organization to stand as it has for so many years.

The L. A. W. has accomplished its purpose but having done so is not any reason why we should not love it all the more for what has been done in the past regardless of what it may do in the future, and we should stand by it until the end. I realize that there are many old time wheelmen who have been members in the past and who with a little urging might be induced to join with us again, and I ask every member to propose for membership during the year one name at least, and thereby bring up our membership to the point at which it stood five years ago. The record shows that the mortality of the members is small considering the increasing age since everyone is getting older each year.

At the recent Wheel about the Hub it was found that the average age of those present, and all were members of the L. A. W., was 60 years, a fine tribute to our members showing loyalty in spite of increasing age.

Our Secretary and Editor places before each member every month a most delightful and readable paper in which the interest of the sport is continually kept before you and the publication needs the support of every member.

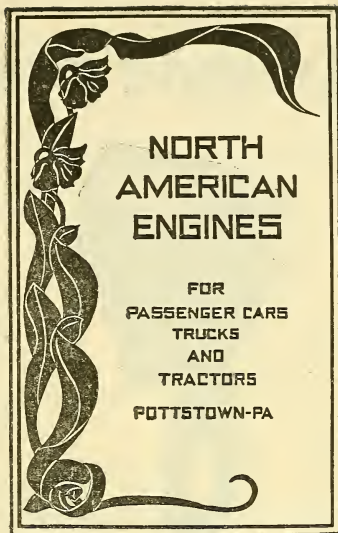
Later I will communicate with every member regarding its future, and I feel sure that his appeal for the maintenance of it will not fall on deaf ears, but that all will rally to its support.

It is gratifying to the officers to observe the attendance at the meetings of many who come from long distances thereby showing their loyalty to the organization and it is the hope that at the next meeting there may be gathered together many more of the members to renew old friendships.

E. G. Whitney.

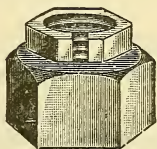
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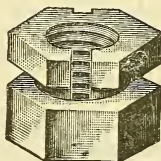


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is what **COLUMBIA LOCK NUTS** have been termed by one who knows their value. Use will demonstrate that the description was not misapplied.



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**Not like other nuts, they will NOT shake loose.**

No cotter pins or other devices needed. Made in all sizes and threads. Send us size of bolt you had to tighten that nut on yesterday. We will fit a Columbia Nut to it—FREE. A booklet with prices mailed on application.

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Registers 9999.9 miles and repeats. Dust and waterproof. Figures large enough to be read from saddle. Price \$1.00.

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With an extra dial which can be set back to zero to register the mileage of each trip. Price \$2.00.

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Made stronger than the regular bicycle cyclometer and is designed to withstand the harder usage due to the high speed of motorcycles. Price \$3.00.

## **Veeder Odometer**

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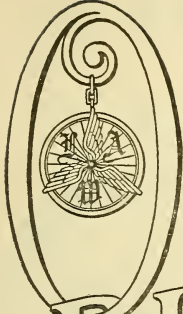
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PUBLISHED MONTHLY

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**NOVEMBER, 1918**

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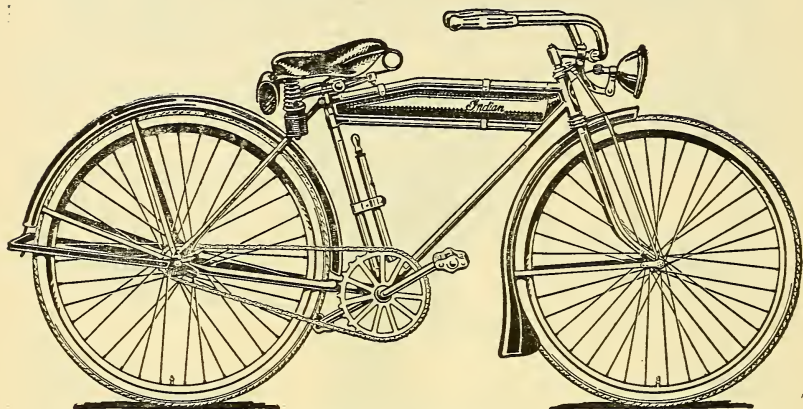
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105 Central Avenue, NEWTONVILLE, MASS.

# For Your Boy



or for yourself—it makes no difference for you will want an electrically equipped

## INDIAN BICYCLE

With its motorcycle lines, Indian tank battery container, coaster brake, double forks, long-braced handlebars, electric light, and large reflector it represents the biggest bicycle value in the world.

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HENDEE MANUFACTURING COMPANY

LARGEST MOTORCYCLE MANUFACTURERS  
IN THE WORLD

DEPT. L

SPRINGFIELD, MASS.

# OFFICIAL BULLETIN

AND SCRAP BOOK OF  
THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - - EDITOR

105 Central Avenue, Newtonville, Mass.

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## ADVERTISING RATES

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Vol. 16. No. 11. NOVEMBER, 1918.

5 Cents.

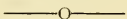
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**Thanksgiving due this month.**—The bicycle deserves our thanks for coming to us. Aside from the very many blessings, for which every mortal should be thankful, the wheelman has special reasons for feeling a deep sense of gratitude. He is thankful that the bicycle was invented and that it has been improved in quality and design until it is the safest and most economical means of vehicular transportation.

He is thankful that the League of American Wheelmen was called into existence and that through its united and unceasing efforts highways have been wonderfully improved and the rights of wheelmen extended and defended, until now they may enjoy an outing, respected and undisturbed, where once the "road-hog" roamed in almost undisputed possession of the thoroughfares.

He is thankful that the press and people, the doctors and divines, no longer consider the bicycle a joke nor a Juggernaut, but rather as the best and most beautiful combination of man mechanism yet devised for the hope and health and happiness of the race.

And every loyal, patriotic wheelman is thankful he doesn't have to ride the other fellow's make of bicycle and the other fellow feels the same way about it.



**Baltimore Races.**—On Sunday, Sept. 23, a bicycle race meeting was held at Patterson Park, Baltimore, 10,000 people attended and a dozen races were contested. Permission was granted for the first time to hold Sunday races in the public parks of Baltimore, and the crowd that attended proved beyond doubt that the sport is still popular, even on Sunday. It was not always thus.



**The Good Old Ordinary.**—Clarence N. P. Hunt, of Lynn, Mass., is the owner of a 52-inch Nickle Expert Columbia, bought in 1886. Mr. Hunt states that he rode the bicycle from '86 to '91, taking many long trips on it. In 1891 Mr. Hunt bought a later model Columbia, but he now has only the old high wheel, which he keeps wrapped in soft cloth and oil. Every year Mr. Hunt rides the bicycle and he writes that as soon as he appears on the street children come from all directions, some on bicycles and some on foot to see this interesting old wheel.

**President Whitney** dined with the Boston Monday Club on the 14th, and received a hearty welcome from the boys at table.

—○—  
**W. W. Windle**, the old-time racer, has lately bought a racer bicycle and may be heard from later. He is still living at Millbury, Mass.

—○—  
**Guy A. Wainwright.**—A cablegram has been received by L. M. Wainwright, No. 104, of Indianapolis, Ind., announcing the promotion of his son, Guy A. Wainwright, to the rank of a lieutenant colonel in the American overseas forces.

Some of the more prominent engagements in which the Rainbow Division has participated during Lieut. Col. Wainwright's connection with it are the local engagements in Lorraine, the battle of Champagne, which became the turning point of the war; the second battle of the Marne, and, more recently, the engagement which eliminated the St. Mihiel sector. Lieut. Col. Wainwright's activity and experience in these memorable campaigns are no doubt partly responsible for his transfer and promotion in the Second Division, "the pride of the regulars."

—○—  
**The Gasless Bicycle.**—This war has caused all kinds of days. Some days to do things and some days not to.

Gasless Sundays have automatically caused bicycle Sundays.

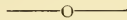
The bicycle serves a two-fold purpose. Not only does it consume no gas, but in addition to the fresh air and exercise gained by the participant, it enables him or her as the case may be to work more efficiently. There is much truth in saying that "bicycle riding on Sunday means a good day's work on Monday."

**The Bicycle Centennial.**—Do you know that your bicycle, that most economical and convenient means of locomotion, celebrates its first centenary this year?

It was just at the beginning of the nineteenth century that it first made its appearance in England. It was, to be exact, in 1818 that Dennis Johnson brought out and obtained a patent for what he called the "pedestrian curricule." And although this was a very simple apparatus, it met, for a time, with much popularity in England and America. It was formed of a horizontal bar which united two wheels, one after the other, with absolutely no control or direction, and propelled by means of pushing with the feet.

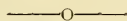
Then L. Gompertz brought out his hobby-horse in 1821. Others followed him, with machines slightly differing in formation and name, such as the dandy-horse, and the velocipede, the patent accelerator, the bivector, the bicipedes, etc.

Various models were also brought out on the continent during the next twenty years, but the merit for its present form goes to J. K. Starley for his "Rover," a machine which the present-day models only surpass in secondary improvements, such as the pneumatic tire, the free-wheel, and the speed gear.



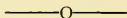
**Duane W. Moore** of Bayonne, N. J., L. A. W. member No. 1017, and for many years President of the Hudson County Wheelmen of Bayonne, died on Thursday, Sept. 19th. He was a strong cyclist, and in July of 1916 led the C. R. C. A. members in mileage and finished third in the 1910 mileage competition. While on a century run about four years ago, Moore met with an accident while crossing the Queensboro Bridge and he was left partly paralyzed.

Moore was forty-two years of age and unmarried. In Sept. 1916 he rode his wheel to Boston to attend the L.A.W. banquet and join in the Wheel About the Hub. He was present at the banquet and made a short speech, but was taken sick the next morning and could not go on the Wheel-about.

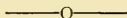


**Spencer Thomas Williams**, of Boston, and formerly of Malden, Mass., died Sept. 25. Mr. Williams was born in Charlestown, and he had been identified with the coal business since he was eighteen years of age. He was at one time an active member of the L. A. W., but severed his connec-

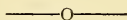
tion with the organization several years ago. He was prominent in Masonry, and was a member of Converse Lodge, Tabernacle Chapter, Melrose Council and Beauseant Commandery of Malden, Aleppo Temple Mystic Shrine, Howard Lodge of Odd Fellows, Boston Lodge of Elks, Boston Art Club, Boston Chamber of Commerce and First Universalist Men's Club of Malden, of which he was one of the early presidents. He is survived by his widow, Mrs. Ada M. Williams; and three sons, Dr. Spencer T. Williams, Jr., and Theodore R. Williams of Malden and Mortimer Dill Williams of Boston.



**Even Rubber will not stretch to the demand.**—Since only 100,000 tons of shipping space will be available for the importation of rubber for the coming year, a shortage of all rubber products is imminent. The motorcycle manufacturers are therefore directed to report upon a substitute for rubber, handlebar grips, footboard mats, kick starter pedals, spring bumpers, etc.



**The Straw Bait.**—"Why don't you leave off that straw hat?" "I want my father-in-law to notice it and give us a Thanksgiving turkey."



**Tom Butler wins a Race.**—Old-time followers of bicycle racing are carried back twenty years in memory when they read of Tom Butler winning a bicycle race at Newark, N. J., on Sunday, Oct. 6th.

The event was a race for old-timers and Tom Butler of Cambridge, Mass., national sprint champion of 1898, won it in characteristic fashion. He did not show to the fore until the back stretch of the last lap, when he flashed past the others as if they were standing still, and crossed the tape a winner by five laps. That was his method in the old days. He had a wonderful "jump" and it was nothing unusual to see him come from several places back in the field and go past the fastest of the sprinters as if they were a bunch of snails.

In the race were Walter Babb of Paterson, who finished second by a narrow margin over Edward Aker of Indianapolis; Eddie McDuffee of Boston; "Senator" William J. Morgan and other less known riders.

**The Pickwick Club** of London, the oldest club in existence, has thrown open its club house in Eldon Street, London, for the use of Colonial and American officers. The Pickwick headquarters are famed for hospitality. What a pity the club house isn't in riding distance for the riders "Over Here."

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**Bicycle Parade.**—On Sunday, Sept. 29th, there was a Bicycle Parade in upper New York City that was a record event in cycling for a number of years past. This was the combined run of the various cycle clubs of the city, together with a number of unattached riders, totaling well over a hundred cyclists. Although this is not by any means a wonderful showing, it is pretty good considering the fact that a large number of club members are "Over There." The Century Road Club Association alone has over thirty-five of its members in the service and some of the clubs have few members left.

At any rate there were enough riders in line to create something of a sensation along Fifth Avenue.

The parade formed at Washington Square and, led by the New England Wheelmen, followed by the Acme's C. R. C. A., and unattached riders, proceeded up Fifth Avenue to 125th Street, then over Willis Avenue bridge to the Bronx Exposition Grounds at 177th Street, where the wheelmen were met by the exposition band and escorted through the grounds to the centre plaza.

For the best appearance and the largest turn out in the parade the New England Wheelmen was the lucky club to be awarded a silver cup. These riders were all uniformly dressed in gray and black sweaters—the club colors—and knickerbockers. The Century Road Club Association sprung a novelty in the shape of a large service flag, carried by four of its members, which attracted considerable attention.

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**The Bicycle an Essential.**—Following fast on the heels of the announcement that bicycles have been declared an essential and given a priority classification in obtaining raw materials, comes the cheering announcement that there is fair reason to hope that motorcycles will also be given preferential classification.

**Wooden Tires.**—A bicycle dealer in Holland has invented a bicycle tire made of elm wood. It is said to have been tested satisfactorily on the clay and gravel roads of Holland. If successful, the invention will be a great boon to Holland. Probably no other country uses relatively so many bicycles—nearly a million, or a bicycle to every seven or eight people. Rubber tires are now practically unobtainable.

—o—

**Belding's Shark.**—To the Secretary-Treasurer. I have become quite a fisherman recently. While in Florida last March, I did a great deal of fishing and the last week of June and the first week in July I went down to Florida and fished for Tarpon. I had no luck as to Tarpon, but had some excellent fishing. I enclose a picture of one of my "catches"—a shark 9 feet long and weighing 400 lbs. It took 1 hr. & 50 minutes to land this brute and the most remarkable thing about it was that he was caught on a hook only 2½ inches long tied directly to the line; i.e.; without a steel leader. I can tell you right now it was some job.

I hope that all is well with you, and that you will have a very enjoyable W. A. T. H. Please give my best regards to all my friends and express my regret at not being on the "run." With kindest regards to you, I am,

Yours sincerely,

M. M. Belding.

With the letter came a picture of the catcher and the caught. Milo stands on a yacht dressed negligee costume, with a look of triumph on his face. It took nearly two hours of hard work to secure something not good to eat. Seems to me I would rather go on one Auto tour than catch all the sharks in the Atlantic Ocean.

S. T.

—o—

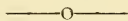
**The Hasbrouck Mansion.**—At last I have my name (family) in the O. B. The "old Hasbrouck stone mansion"—page 119, Aug. No.—was built by one of my ancestors and did not pass to the state till after my father's birth. I should have been there to welcome your party at the Five State Auto Trip, had I known of your visit.

Try to keep the Bulletin going, even if we have to skip a week's payment on account of our Liberty Bond to pay for it.

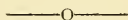
Dudley C. Hasbrouck.



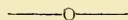
**Chicken Feed.**—The Peoria Bicycle Club, organized 1881, held its annual meeting at Crawl's Mossville house last month. A fine chicken dinner was held followed by a short business session and election of officers.



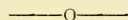
It was a hale and hearty party that went around the Hub. And not so young either. Nearly forty men with an average age of 62. Wheel when you are young and you'll do it when you are old.



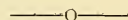
At the annual banquet of the L. A. W. twenty-eight men sat at table. We should have had a hundred at least. The dinner was fine and served at a low price. What a pity that there were no more Boston men there. Several came from New York, some from Phila., several from Providence, one from New Hampshire, and one from California. Wake up Boston.



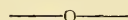
**Athletic Equipment** aggregating in value \$250,000 has been sent to the various training camps for the use of soldiers this winter. The equipment consists of 17,000 sets of boxing gloves, 7,000 baseball bats, 21,100 baseballs, 3,500 playground baseball bats, 10,500 playground baseballs, 10,000 footballs, 3,500 volley balls, 1,750 medicine balls, 1,050 tennis rackets, 220 nets and 2,700 tennis balls.



**Charles Fuller Gates**, better known as the "Bicycle Missionary," arrived in Seattle from Sacramento, on a motorcycle tour stimulating interest in cycling, particularly with reference to bicycles. Gates is connected with the United Cycle Trade Directorate and is especially interested in races, bicycle clubs and all matters pertaining to the pastime. On his trip he is using a machine with sidecar attachment, driving an Indian.



**The American Gallon** is 20 per cent. less than the British measure of that name. Remember that in comparing gasoline prices.



**A Long War.**—The world war has now lasted as long as the American Civil war, which ranks as a long war.

**Too late for the Assembly.**—For the first time in some years I am obliged to forego the great pleasures of cycling to Boston and “butting in” to the L. A. W. dinner and its associations. The Government demands my presence and services on supervision work in a branch that I am familiar with and where present attention is imperative.

To sit in at the League dinner where memories crowd fast upon each other, and to gather up in association the familiar scenes of a day when we were kings of the broad highway is a privilege not lightly to be dismissed.

How vividly do the old times renew themselves on these occasions.—Meets, club runs, tours, races and social functions all rise before one’s vision and we are grateful for the memories of such events tho’ passed beyond recall. Names and things pass away like a tale that is told—and the League of American Wheelmen should perpetuate its name for future generations. An organization fostering a sport which fought for improved highways, induced the invention of the pneumatic tyre, demonstrated the importance of ball bearing machinery, discussed the relative merits of gears, chain and chainless driving power, when little was known about all these matters and then gave the results of its experience to the public for future use, deserves perpetuation.

A bronze tablet suitably inscribed and raised by members should be placed prominently in some location commemorating the League (perhaps at the scene of organization at Newport in 1880). Such action would preserve the name of the League in years to come and be a fitting testimonial.

The cost would be trifling if each member would subscribe, and please count me as one favoring its execution. From a distance I greet all my associates, rising with them to toast all present and join with them in memory of those who are no more with us. That the name of the L. A. W. shall be kept green, is the wish of

Yours fraternally,

New York.

James M. McGinley.

—o—

**Motorcycles should save gas.**—Following his request that automobile and motorcycle owners refrain from using gasoline on Sundays, Fuel Administrator Garfield has issued a request that to further conserve the supply of gasoline all automobile, motorcycle and motorboat racing be discontinued for the duration of the war. Motorcycles are used at

the Revere Beach track, Boston, and at the Point Breeze Motordrome, Philadelphia, in motor-paced racing, and unless they confine their programs to sprint racing it looks as if they would not open their gates in 1919.

—○—

Germany begins the fifth year of the war in the spirit of the man who was hanged on Monday and remarked: "This week is beginning badly for me."

—○—

Now ride your bicycle and save money. With the temporary eclipse of the automobile as a pleasure vehicle for Sunday riding, many are trundling forth from cellar or garret that friend of the youth, the bike. The wheel is in keeping with the times. Upkeep is low and fuel consumption concerns only the rider at the dinner table. Tires for bikes cost less than an inner tube for the car. With the main roads all but deserted Sundays, it will be a pleasure to ride out, pedalling along at an even pace, not so fast as in the days of ambitious youth, when the one desire was to ride a "century" or nothing, but with an idea of getting a new viewpoint on an old and well-known road. Then, too, there are those inviting narrow country trails that wander off afield, but bar the automobilist with rocks and ruts, yet beckon to the cyclist who is unashamed to dismount and walk alongside his mount over a particularly bad stretch. The spirit to ride a bicycle lies dormant in everyone who has ridden some time in his life, and the bicyclist returning to the mount of his youth finds joy that is denied the tourist who relies upon crankshafts instead of knees.

—○—

**U. S. Highway.**—The Government has taken control of the roads on which the people walk and drive. It is now unlawful to make repairs or build a new highway without the approval of the United States Highway Council, and the application for such leave as is desired must be made through the State highway commission, which must approve before the Federal Council shall take action. The plan is to still further conserve the materials which are necessary for highway construction and maintenance. Repairs are preferred to reconstruction or new work. The roads to have preference in all allowances are those considered of military value through cities or the open country. The same kind of ways of special economic value are to

have second preference. Where work has been started, it may be continued if the Federal Council is convinced that it is necessary to save the value of such work as has been done, and contracts are to be protected as obligations so far as practical. There is no exemption, as all municipal street work comes under the same jurisdiction as that in the country. It is the opinion of many men that the assurance that this is a war feature does not count, because there is a tendency in some parts of the country to make it permanent for the Federal Government to control the highways absolutely, as well as the railroads and eventually the street railways.

—o—

Gipsy Fortune-teller (seriously)—Let me warn you. Somebody's going to cross your path.

Motorist—Don't you think you'd better warn the other chap?

—o—

**Statement of the ownership, management, circulation, etc.,** required by Act of Congress of August 24, 1912, of Official Bulletin and Scrap Book of the L. A. W., published monthly at Newtonville, Mass., for Oct. 1, 1918.

State of Mass., County of Middlesex.

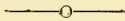
Before me a Justice of the Peace in and for the State and County aforesaid, personally appeared Abbot Bassett, who, having been duly sworn, according to law, deposes and says that he is the owner of the Official Bulletin and Scrap Book of the L. A. W. and that the following is to the best of his knowledge and belief, a true statement of the ownership, management, etc., of the aforesaid publication for the date shown in the above caption, required by the Act of Aug. 24, 1912, embodied in section 443 Postal Laws and Regulations, printed on the reverse of this form, to wit:—That the names and addresses of the publisher, editor, managing editor and business manager are:—Editor, Abbot Bassett; Managing Editor, Abbot Bassett; Business Manager, Abbot Bassett; Publisher, L. A. W. Publishing Co.; Owner, Abbot Bassett. Not incorporated. No bondholders, mortgages, or stockholders.

Signed, Abbot Bassett, Newtonville, Mass.

Sworn to and subscribed before me this 25th day of September, 1918, Charles A. Drew, Justice of the Peace. My commission expires Sept. 12, 1919.

## BULLETIN GUARANTEE FUND

Sign the Pledge and help the cause. We have been sending a pledge for signatures and contributions to life members and to active members as well. It may be that some of the members were omitted in the sending and that some have mislaid the circular. We reproduce it here. Whether or not the Bulletin shall be continued as a monthly depends upon the response that we receive. If you feel disposed to help the cause tear out this leaf, sign the pledge in one of the ways provided and return with your promise of subscription to the Secretary-Treasurer.



The undersigned agrees to contribute annually, for a period of five years, beginning Jan. 1, 1919, such sum or contribution as is set forth below, the same being his subscription to a Guarantee Fund for the support of the Official Bulletin of the L. A. W. and its continuance as a monthly publication.

Life Member's pledge:—\$. . . . .each year.

Active Member's pledge:—\$. . . . .each year in addition to annual dues.

I will pay the dues of. . . . .Members, whom I shall propose, for five years each.

Being a life member I will pay a subscription to the Official Bulletin (50 cents) each year for five years. This is required by the P. O. Department of the U. S.

Signed,.....

Address,.....

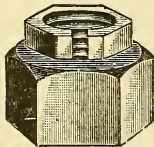




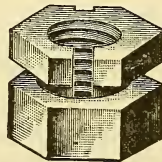
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# The League of American Wheelmen

Organized May 31, 1880

An organization to promote the general interests of cycling, to ascertain, defend and protect the rights of wheelmen; and to secure improvement in the condition of the public roads and highways.

We invite men of good character to join us in prosecuting the good work we have undertaken.

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President, Elmer G. Whitney, Dover, N.H.; 1st Vice-President, Wm. M. Frisbie, Ozone Park, N.Y.; 2nd Vice-President, Josiah S. Dean, 60 State Street, Boston; Secretary-Treasurer and Editor of Publications, Abbot Bassett, 105 Central Avenue, Newtonville, Mass.; Auditor, Augustus Nickerson, 131 State Street, Boston, Mass.

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DEAR SIR:—Enclosed find the sum of ONE DOLLAR, of which seventy five cents is for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the Official Bulletin, and request that he enter my name as a subscriber to same for one year.

Name, .....

Street, .....

City and State, .....

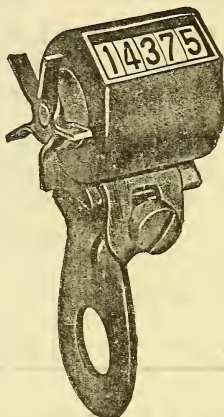
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Address all applications for membership and all communications to L. A. W. Headquarters

**ABBOT BASSETT, Secretary-Treasurer**

**105 Central Ave., Newtonville, Mass.**

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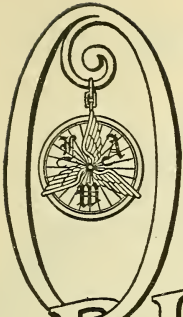
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PUBLISHED MONTHLY

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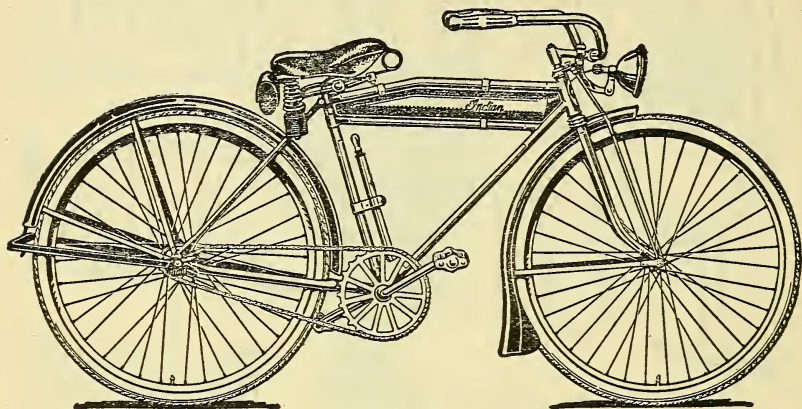
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5 Cents.

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**We Close the Volume.**—With this number we close the 16th volume of the Official Bulletin. In the midst of a great war we have had little to say about the conflict. We have been content to let our readers get war news from other sources while we have given them more restful things to read and digest. The cycle has done its part and we are content. We still live to celebrate the wheel.

—○—

**The Guarantee Fund is growing daily.**—The members have responded to the call with great liberality. The O. B. will continue its visits to the homes of the members.

—○—

**This is the Christmas Month.**—Wherever we find goodwill, humanity, fellow-feeling, there we find a heart celebrating Christmas. The most delicate pleasures of Christmas spring from the gifts we make to others; from the happiness we can impart to others; from the abandonment of ourselves to another's joy.

The more utterly we lose ourselves in the lives of others, the more we are keeping Christmas. The losing of our own life to find it in another, is forever the Christmas token. It was of this the herald angels sang.

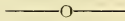
It was this the good shepherds worshipped.

And **this** is the best way of spending Christmas.

Very likely some of this spirit will run out and disappear with the end of the year 1918. The thing often works in this way. The calendar has an influence on us all. To relieve the consciousness of the year's death, we have the Christmas holiday, and a New Year's festivity as well. But in the week between Christmas and the New Year there is

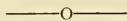
always an "awful letting-down." The bottom drops out of the year, and with it everything else seems to go.

The war, the weather, ancient, uncomfortable memories, the death of the year and any ailment or discouragement you may have all blend together in a fine type of all-permeating full-flavored pessimism, for which the calendar seems to be mainly responsible. But what the calendar can cause, the calendar can cure. The new year comes on apace. The new year represents optimism. You can pass into it from the other while the clock strikes midnight. Ring out the old, ring in the new! If it is new it must be good. Will the year bring us the "thousand years of peace"? Perhaps. It will at all events be a great year. And if it can't be happy, it is going to be brave.



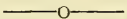
**Those Pilgrim Fathers.**—The awful mistake which the Pilgrim Fathers made in landing on the coast of New England, instead of bearing off to the southward as far, say, as the lovely Sea Islands of South Carolina and Georgia, was never more apparent than it has been during the past two freezing cold winters and another one promised just ahead. There was absolutely no excuse for the Pilgrims' error. If it had been the month of June when they landed, they might have urged in their own defence that they were beguiled, deceived, by the flowery appearance of things down around the Cape at that season, and settled down there without any real knowledge what a New England winter was like. But they landed on Cape Cod in December, and even then the weather was bitterly cold. It was a hard winter, that first one at Plymouth—perhaps as hard as 1918, though the Pilgrims, happily for their own peace of mind, had no thermometers. (It would have been a good thing for their descendants if they had had thermometers, for a record of temperatures like those of the past winter must surely have driven them out of New England before spring.) They built their log cabins in the midst of snow, and before the snow went off in the spring nearly one-half of the emigrants were in graves that had to be cut into the ground with axes. Why on earth did they stay there? Why did Boston colony come along, ten years after the hideous climatic experiences of the Pilgrim band, and repeat the blunder still further north? Nobody knows. It is a historic mystery. Certainly the climate that they jumped into was unfit to live in. Does anyone like real cold weather?

One hundred years from now, questions will not be settled by a resort to arms. We may not live to see it, but it is bound to come.

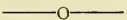


**Fred I. Perrault, of Malden**, member 1025 of the L. A. W. and a Centurion of the C. R. C. A., took part on October 27th, in the Annual Fall Century Run of the Long Island Division of the C. R. C. A., and figured prominently in two leading incidents of the run. At Springfield, time was taken to settle some speed championships, and Perrault, who is 53 years old, won the sprint for old timers. George C. Dresser, aged 52, and formerly one of the best riders of the old Hartford Bicycle Club, was second.

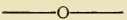
On the return trip Perrault was struck by the side car of a motorcycle, causing his bicycle to shoot out from under him. He landed with such force on a steel rail of an electric line that he was knocked out, but on recovering consciousness, he continued the run. He returned to Boston on the midnight train from New York, apparently little worse for his accident. The elapsed time of the run was 12 hours and 33 minutes, including time taken out on account of Perrault's mishap.



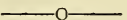
If the sun shines through the apple tree on Christmas day there will be an abundant crop in the following year. They used to believe it.



"I can't move," said Mazeppa, as they tied him to the wild horse's back, "and yet I am bound to go."



**Next Year We shall Re-number the Members.**—The work of re-numbering will be done in 1919 and the new numbers will be issued in 1920. We are often asked to give a man an exceedingly low number, but we do not issue a number out of the regular order. The number is no more than an index to a date and it should check up with the date of publication in the official organ. After the members are numbered we shall publish the new list in the O. B. Keep in line.



The attention of Mr. Holmes and Dr. Watson is called to the ad of a man who wants a three-wheeled bicycle. The affair may be worth looking into. B. L. T.

Why not tri?

**The First Bicycle in the U. S.**—A veteran member asks us if the bicycles shown at the Philadelphia exposition were not the first ones to appear in America. This is a “veteran” question and we have answered it many times, but to fix a fact firmly in the minds of the people calls for iteration and reiteration to the bitter end.

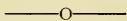
The Centennial bicycles were not the first ones to appear in America. Thomas Martin, of Rockland, Mass., built a wooden bicycle in 1871. Wheels, 60 and 20. Iron tires. It was ridden on the road several years.

In 1874 Thomas B. Jeffery, of Chicago, brought from England the parts of six bicycles and assembled them. We have no record of these bicycles earlier than 1876, when Quincy Kilby saw one in a window at Chicago.

In June, 1874, Prof. Brown gave a “Grand Velocipede Tournament by the Brown Velocipede Troupe” at the Boston Theatre. In the troupe were six girls who rode velocipedes. Incidental to the Tournament Prof. Brown gave an exhibition of “Feats of Daring and surprising Balancing on the “BYCICLE.” We have no record of the appearance of the “bicycle” on the road.

Wm. M. Wright of New York City brought over from France a Meyer bicycle, in October 1873. With it he brought about a dozen first and second prize medals won by him in various races abroad. He rode the wheel many times over New York roads and in the summer of 1874 he rode in and about Quincy, Mass., while on a vacation at North Quincy. Wright kept a bicycle and accessory store in New York, of which Mr. S. Conant Foster, the earliest bicycle poet, was manager. This ante-dates the wheel of Prof. Brown who rode a wheel on the stage in June 1874, and it was not only a spider wheel with a rubber tire, but it was ridden by its owner many miles on the road and many times in races.

We have never been able to find a regular bicycle that had a right to ante-date the Wright bicycle.



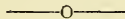
**Comes Back into Line.**—Our good friend from Williamsport, Penn., points the way to those who have laid aside the bicycle, “To Our Secretary-Treasurer: — Enclosed find my pledge for the support of the L. A. W. Bulletin. I will be glad to increase same if necessary, as I thoroughly enjoy every line in the paper.

"I have not ridden regularly for the past thirty-five years, but this season needing exercise of some description, thought I would try an experiment and from past experience knew the best exercise in the world was on the 'bike,' so I induced a friend to join me and buy a wheel. We rode some around here for a month or so and it seemed to renew our youth. We got so good we thought we would try a little tour to see what we could do on the road.

"We have just returned from a five-day ride of 250 miles, riding fifty miles per day, and we have come to the conclusion that if all the 'old boys' would go out on the roads we have today that they could get more pleasure and benefit out of riding than they did in the good old days of the high wheel. We made up our minds that we would ride from now on and we could not see why we ever did quit. Tell some of the old guard, to try our medicine. We will guarantee that it will add at least ten years to their lives. I might add that I own two automobiles, but as far as a real pleasure is concerned can get more out of the exercise of riding and can see more of the country. With best wishes for yourself and the L. A. W., I am,

Yours truly,

J. W. Bowman."



**What's the Answer?**—To the veteran who sits in the editorial chair:— Can you tell me why it is that all the fun that bicyclers get in these days centers in Boston and New York. The other large cities and small towns are dead ones so far as the wheel is concerned. We read about the good times in Boston and New York, but nowhere else. I live in a large city but there is no getting together of wheelmen for a jolly good time. What is the remedy? What can I do to wake 'em up? Yours, Spokes.

[There should be a leader. What is everybody's business is nobody's. The Boston wheelmen get together every Monday and lunch together. No formality and no dues. Time was when the wheelmen of Chicago and Philadelphia met together informally for lunch. They don't do it now. It would seem to be an easy matter to make some such arrangement as this, and it might grow to larger proportions. Try it.—Ed.]



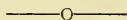
**A Woman Rider.**—I am a business woman. The business I own and manage was my husband's before he died. He was a merchant, and made a specialty of articles of ladies' outfit. The business yielded him a good income, and, I am happy to say, has prospered under my management.

Two years ago my physician said I was breaking down. I knew it before he told me. I acted with promptness. I purchased a house in the suburbs, three miles from the store, and bought a bicycle. I took an outing of two weeks, and learned to ride it, and unless the weather forbids, I ride to and from my place of business. It was an experiment, but it has proved a great success. My health rapidly improved. It gave me what I needed—exercise in the open air. In the morning I enter the store refreshed and invigorated. In the evening I arrive home rested and buoyant in feeling. My children have become bicyclists also and come down a couple of miles each night to meet me and escort me home. We make quite a family party, and often wheel off a few miles into the country before turning homeward. It is not difficult, if one has a little imagination, to realize what a merry time we have, and how happy we all are, when, fresh and glowing, we all wheel up to the door where mother stands waiting to welcome us.

This is my reason for riding a bicycle, and why I use it, love it, and thank God for it.

I know it is no longer "fashionable" but it is healthful and I shall keep it up and I shall also keep up my membership in the L. A. W.

Mrs. B. N. D.



**What a Turnpike is.**—Mr. Editor:—How little we know of the derivation of even the most common terms we frequently use. I doubt whether there is a reader of the Official Bulletin who, as he has wheeled along over a well or ill kept turnpike, has even thought of how a roadway came to be called by such a name, and I am not any more certain that the explanation I am going to give is a correct one. It was the habit or custom, in Scotland, even as late as the seventeenth century, to term any stairway ascending in a spiral form a "turn-pike," which term is almost a literal description, since the stair takes the form of a turning or winding way around a pike staff. Rocky and mountainous, as most of Scotland is, it necessitated that its primitive road builders

should ascend its stony heights in very much the same manner that a spiral stairway does, hence these rude and rocky roadways were called "turnpikes," and as the system of building stone or macadamized roads increased and spread, the term "turnpike" was adopted, losing its original significance and becoming finally to mean a stone roadway over which toll is charged. I may be mistaken in this idea of the derivation of the word, but it is a logical deduction, and as such will serve until some of your more erudite readers supply you with a better and more accurate substitute.

—Pedaller.

—○—

**Look Around and Make a Note of it.**—A military officer across the water, in addressing a body of cyclists, gave some useful advice. He suggested that clubmen should make it a point to take mental notes of the districts through which they travel, particularly such items as gradients, awkward turns of the road, the number of bridges, the width of rivers or streams crossed, the configuration of the country, whether level or hilly, the approximate height of hills, how far and in what respect they command the roads. A prize should then be awarded each season to the member who prepared the best paper describing the route of some particular run, in order to encourage the faculty of observation.

—○—

Methuselah completed nine centuries and he never even saw a bicycle.

—○—

**Sheridan's Little Skit** giving the characteristics of each month is as applicable now as it was when he wrote it:—

January, snowy; February, flowy; March, blowy;

April, showery; May, flowery; June, bowery;

July, moppy; August, croppy; September, poppy;

October, breezy; November, wheezy; December, freezy.

—○—

**Gave Him a Push Bicycle.**—"Well, my son," said an indulgent father to his son who wanted a wheel, "you'll find one in the front end of the wheelbarrow and there is a big pile of coal ashes back of the house that will have to be moved. The handle-bars are of white ash and are adjustable, so you can get any style of a hump on that suits your fancy. It is regulated largely by the load you put on. The

bigger the load the more you have to hump yourself. Be careful and don't mar the enamel on the frame and keep the ball bearings well oiled, so they won't cut into the cones. The tire is absolutely punctureless, so you won't have to take a pump and repair kit with you. By the time you have removed that pile of ashes I think you'll have made a century run; also a deal of perspiration. You'd better come in to dinner now." A wise son should choose an indulgent father.

—○—

**Grandfather Atwater.**—Lt. and Mrs. Joel A. Goldthwaite (Henrietta Atwater) are receiving congratulations on the birth of a son, Nov. 14. Lt. Goldthwaite, who is a son of Dr. and Mrs. Joel E. Goldthwaite, is in camp in Texas. This affair constitutes Ex-President Fred Atwater of Bridgeport, Conn., a grandfather.

—○—

The magazine year began Nov. 1st. Our catalogue of magazines is ready for delivery and may be had for the asking. Our prices, always less than the regular list prices of the magazines, are the lowest that can be had.

—○—

**Miss Pauline Furlong**, known as "the American Venus," has been letting herself go on the subject of cycling, of which pastime she is a noted follower. She is a firm believer in the bicycle as a means of keeping women young, healthy and beautiful. "One of the best ways to develop a healthful, perfectly proportioned body," she says, "is to ride a bicycle. The bicycle fad of fifteen years ago accomplished an excellent and permanent thing. It popularized the idea of outdoor athletic activity for women. Young girls and their mothers—sometimes even the grandmothers—'rode a wheel' and rejoiced in it. Public opinion was at first rebellious, but it soon learned that women are as well fitted, physically, as men for the sport of cycling. The bicycle really stood sponsor for woman's sudden display of activity in such sports as tennis, golf, rowing, swimming, basketball and other outdoor enjoyments, hitherto largely monopolized by men. Also, the bicycle did much good by setting the fashion of the short skirt of only moderate fulness for street wear. Ever since the late nineties most women have been sensible enough to keep in their wardrobe at least one skirt ending a sufficient number of inches above the ground to prevent it from being a streetsweeper. If women would

leave their motor cars in the garage now and then and use a bicycle, their health and good looks would show marked improvement."

—○—

**Fred St. Onge**, once a bicycle comedian, and later a bicycle salesman, has returned to the stage where he appeared for more than twenty years as the original "Dusty Roads" tramp cyclist. Fred's partner is Miss May Ritchie, wife of W. E. Ritchie, another bicycle comedian and inventor of comedy bicycles used on the stage, and their team name is "Ritchie and St. Onge." They call themselves the "Knobby Tread Couple," and, incidentally, Miss Ritchie uses a beautiful bicycle finished in nickel and gold.

—○—

Among the many devices which the Secretary-Editor employs to buy coal, potatoes and other costly things, is the Magazine business, which provides him with almost enough to buy oil for his bicycle as well. He supplies magazines of all kinds at the lowest possible prices. If every member of the L. A. W. should subscribe for one magazine he could perhaps buy an auto, but every member will not do so and for this reason we are hoping that a few, if not more, will subscribe for two or more.

—○—

**Martin Bowbeer, of Chicago**, one of the earliest cyclists of Chicago, and later a well-known member of the automobile fraternity, died Nov. 8th, of heart failure. He was a contemporary of Van Sicklen, Lumsden, the Thorns, Burley Ayers and other old timers and was hale-fellow-well-met with all of them. Mr. Bowbeer had been ailing for more than a year and, having a son in the service, it is presumed the excitement of the peace news brought on his death.

—○—

A cyclist should be in love with all the beauties of nature; otherwise he might just as well ride a home-trainer shut up in the woodshed.

—○—

We found Mrs. Bonham a pleasant little woman whose husband had earned her pretty new machine by chewing tobacco. I reckon you think that is a mighty funny method of earning anything, but some tobacco has tags which are redeemable, and the machine was one of the premiums. Mrs. Bonham just beamed with pride as she rolled out her

machine. "I never had a machine before," she explained. "I just went to the neighbors when I had to sew. So of course I wanted a machine awfully bad. So Frank just chawed and chawed, and I saved every tag till we got enough, and last year we got the machine. Frank is chawin' out a clock now; but that won't take him so long as the machine did."—Atlantic Monthly.

—○—  
**Unpopular Airs.**—The most unpopular air comes with a pop from a puncture.

—○—  
**The Bicycle comes out.**—The New York Sun sees bicycles on the road. "The bicycles to be seen on any road last Sunday outnumbered the horse-drawn vehicles of all descriptions at least five to one. On Fifth avenue there were swarms of bicyclists. One bunch of about twenty-five, apparently composed of groups of club riders, amounted almost to a parade and attracted no little attention. On Queens boulevard and other main Long Island roads we noticed a great many riders, a number of them being men of 40 or thereabouts. Also a few women were to be seen, which would seem to bear out the contention of the makers that they have experienced a greatly increased demand for women's bicycles."

—○—  
**On the Fly.**—"General," cried the orderly, riding up in great excitement, "our left wing is gone."

"Then it is no longer possible to fly," replied the German general, thoughtfully. "However, we should not forget that our legs are left." Thereupon he led the way.

—○—  
 What Lincoln said is true, but to fuel all of the people all of the time should not be impossible.

—○—  
**Motorist**—Well, what damages do you want for your ditched wagon?

**Farmer Brown**—Wa-al, \$200 is my upset price.

—○—  
**FROM PRESIDENT WHITNEY**

To the Members of the L. A. W.:

The gratifying news received by the country, within the week, is most welcome inasmuch as it removes from the



people of this glorious nation that terrible feeling of uncertainty as to the final result. Not that we did not believe that the cause in which the nation entered was just and that eventually success would crown the efforts of a united people; but the feeling that all have when it is known that the adversary, strong in power, might have taken advantage of a possible weakness.

Those members who have felt the strain more than others, who by reason of their own being engaged in the defence of their country, I congratulate on the success of our cause and earnestly hope the loved ones will soon be returned to their homes to receive the welcome due them.

This is indeed a Thanksgiving for many of the members and proud must he be who can say I had a son in the conflict for freedom and liberty.

The responses to the appeal for funds to support the Official Bulletin have been generous and it is another reason to be thankful for this Thanksgiving season, as the members can now be guaranteed that the Bulletin will be sent to them regularly in the future as it has in the past.

I bespeak for all members a most glorious realization of this Thanksgiving season.

Fraternally yours, E. G. Whitney.

Dover, N. H., Nov. 14, 1918.

—o—

### NATIONAL ASSEMBLY DELEGATES

Under the Constitution, L. A. W., the basis of representation in the National Assembly must be made from the membership Dec. 1, in each year.

The membership Dec. 1, 1918, gives to the States the number of representatives as below set forth:

New York, 9; Mass., 7; Penn., 6; N. J., 3.

Two each from R. I., Ill., Conn.

One each from Calif., N. H., Me., Mo., Md., Mich., D. C., Ky., Wis., Iowa, Ind., Colo., Ohio. Total 44.

Article V of the Constitution provides for the nomination of candidates.

Sec. 3. Nominations for the office of representative may be made by not less than five members who shall file the same with the Secretary-Treasurer during the month of January.

The election takes place in March. The Assembly will meet on Sept. 11th.

ABBOT BASSETT, Sec.-Treas.

# The League of American Wheelmen

Organized May 31, 1880

An organization to promote the general interests of cycling, to ascertain, defend and protect the rights of wheelmen; and to secure improvement in the condition of the public roads and highways.

We invite men of good character to join us in prosecuting the good work we have undertaken.

## OFFICERS FOR 1918—1919

President, Elmer G. Whitney, Dover, N.H.; 1st Vice-President, Wm. M. Frisbie, Ozone Park, N.Y.; 2nd Vice-President, Josiah S. Dean, 60 State Street, Boston; Secretary-Treasurer and Editor of Publications, Abbot Bassett, 105 Central Avenue, Newtonville, Mass.; Auditor, Augustus Nickerson, 131 State Street, Boston, Mass.

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## APPLICATION FOR MEMBERSHIP

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**ABBOT BASSETT, Secretary L. A. W.**

DEAR SIR:—Enclosed find the sum of ONE DOLLAR, of which seventy five cents is for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the Official Bulletin, and request that he enter my name as a subscriber to same for one year.

*Name,* .....

*Street,* .....

*City and State,* .....

*References,* .....

Address all applications for membership and all communications to L. A. W. Headquarters

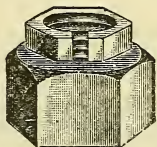
**ABBOT BASSETT, Secretary-Treasurer**

**105 Central Ave., Newtonville, Mass.**

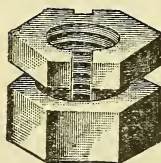


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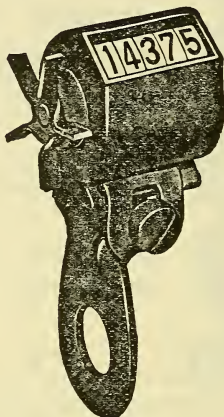
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*Accuracy*

Registers 9999.9 miles and repeats. Dust and waterproof. Figures large enough to be read from saddle. Price \$1.50.

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## Veeder Motorcycle Trip Cyclometer

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Complete descriptive catalogue sent on request.

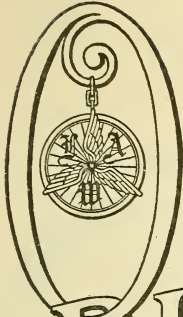
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OFFICIAL  
BULLETIN  
AND SCRAP BOOK  
OF THE  
LEAGUE OF AMERICAN WHEELMEN

PUBLISHED MONTHLY

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**JANUARY, 1919**

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**50 Cents Per Year; 60 Cents in Boston Postal  
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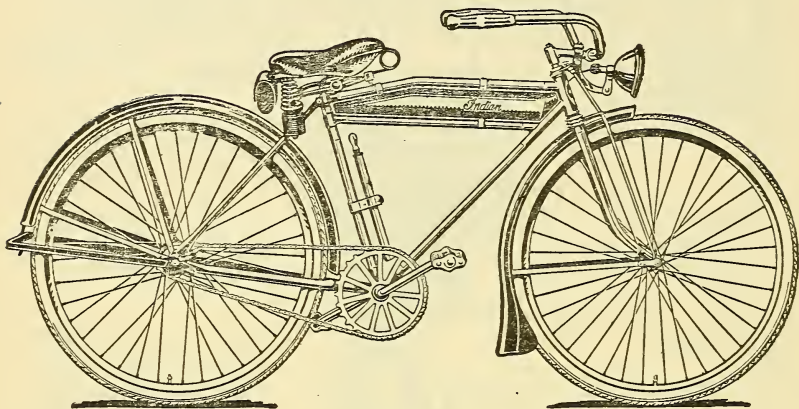
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or for yourself—it makes no difference for you will want an electrically equipped

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SPRINGFIELD, MASS.

# OFFICIAL BULLETIN

AND SCRAP BOOK OF  
THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - - EDITOR

105 Central Avenue, Newtonville, Mass.

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## ADVERTISING RATES

\$1.15 an inch for first insertion and each new setting. Repeat  
insertion \$1.00 an inch

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Entered as Second Class Matter, January 15, 1914, at the Post Office, at Boston, Mass.,  
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Vol. 17. No. 1

JANUARY, 1919.

5 Cents.

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**A New Year and a New Volume.**—With this number we open a new volume of the O. B. The members have come forward with liberal subscriptions and the continuance of the Bulletin is assured for five years. The life members, some of them, have become yearly subscribers and gladly paid the small sum necessary to make the O. B. a monthly caller at their domiciles. The war being over, a modification of the zone system has been promised, and a reduction in postage will come later. The outlook is full of promise and we cheerfully wish a Happy New Year to all our readers.

—○—

A Happy New Year, one and all, with ne'er a puncture and ne'er a fall. May roads be good where'er you stray, and slightly down grade all the way.

It was a happy occasion, that "Hands Across the Sea Banquet" on Nov. 26, under the auspices of the Boston Bicycle Club. When we are asked "Why keep cycling organizations alive?" it may be well to point to the above joyful event.

—○—

**Privilege on the Seas.**—Nothing new about that. A curious resolution was made by Mr. Pepys on New Year's Eve, 1661, when he resolved to "write a little treatise to the Duke of York about our privilege on the seas, as to other nations striking their flags to us."

—○—

**Forty Years in Action.**—The following bicycle clubs, organized in 1879, if still in existence, will be able to celebrate their fortieth birthday this year: February, Buffalo; March, Massachusetts; Essex of Newark; April, Worcester;

May, Philadelphia; June, Brooklyn; September, Germantown; Detroit; Cleveland; October, Chicago; Connecticut; November, Yonkers; December, New York; Keystone of Pittsburg. We shall be pleased to hear from any or all the above clubs.

—○—

**The Boston Bicycle Club dines Lieut. J. C. Percy.**—Tuesday evening, Nov. 26, 1918, the Boston Bi Club entertained at dinner, at the Boston Athletic Association club house, Lieut. J. C. Percy of the British Royal Navy, who is in cycling life, a member of the Pickwick Bicycle Club, of London, and an associate editor of the Irish Cyclist of Dublin. It was a great success in every way. It was a characteristic Boston dinner with Baked Beans and Lamb Chops at the fore. It was a company crowned from top to toe with enthusiasm. Among those present were J. C. Percy, the honored guest; Mr. Ballen Hinde, ex-president of the Speedwell Bicycle Club, of England, which he joined in 1878; President Andrew O. McGarrett, Capt. Walter G. Kendall, Secretary Augustus Nickerson; J. Fred Adams, G. Loring Brooks, Kennedy L. Clapp, Herbert L. Darling, T. A. Davis, Josiah S. Dean, Wm. H. Edmands, John Endicott, A. C. Fairbanks, John J. Fecitt, James Fortescue, Dr. Galloupe, J. Rush Green, James Grueler, Thomas H. Hall, F. A. Hinchcliffe, Fred D. Irish, Edward F. Kelley, John B. Kelley, W. B. Kelley, Jr., Henry H. Kelt, C. H. Kendall, Quincy Kilby, R. W. Mortimer, Earle B. Ordway, F. I. Perrault, W. J. Phillips, J. F. Powers, Chas. W. Reed, Henry W. Robinson, Chas. C. Ryder, A. M. Skinner, George F. Steele, Elmer G. Whitney.

Quincy Kilby put a bubblesome brew of bright versicles on the menu and Chas. W. Reed embellished a page with a picture group of Lieut. Percy shaking hands with the boys.

The after-dinner program was interesting and joyful. Lieut. Percy gave a most interesting talk about the British Navy and spoke enthusiastically and feelingly of his friend, Secretary Bassett, whom he had looked forward to meeting on this occasion, and of his disappointment and regret that a recent accident to the wife of the Secretary had made it impossible for his old friend to be present.

Mr. Hinde told of his first bicycle and certain experiences with the same. Tom Hall sang "Philadelphia in the

Morning" with a special Percy verse. Josiah S. Dean made an interesting talk, Charley Reed sang and Kilby gave some verses about Percy's Paul Revere ride, which occurred on his last visit to Boston. Al Eaton gave some sleight of hand feats. The silent toast was drunk as usual and as usual it was impressive.

The great feature of the occasion was the spirit of good fellowship that prevailed in this "Hands-Across" meeting and the good cheer that was in evidence every minute of the evening.

Kilby's invitation is well worth producing and it is not for us to cut out the allusion to the place where the dinner was not held.

"On Tuesday evening next, November 26th, at half-past six by the family Ingersoll, another juxtaposition of joy, another plenitude of pleasure, another gob of gayety will be sprung on the fortunate fellows of the Boston Bicycle Club. The noted and nomadic newsmonger, the sincere and scintillating cyclist, the jolly and jubilant J. C. Percy, our firm and fascinating friend, will again be with us. Once more we shall enthusiastically entertain him at the Ship-Shape Shanty,—you know, the Boston Yacht Club on Rowe's Wharf, in the region where Spanish sailors with bearded lips smuggle in spoils of the Seven Seas, while predatory pirates prowl the purlieus.

President McGarrett (the "garrett" not necessarily proving him to be room-attic) has appointed an efficient committee (No I did **not** say fishy, efficient was the word I used) to attend to the proper preparation of practical preliminaries, said committee consisting of W. G. Kendall, S.S. (Squantum Sufficit), Thomas H. Hall, F.F. (Philadelphia in the Forenoon), and Charles W. Reed B.B. (Boy Basso). Consequently something will be didding. And how about Arthur Kendall and his mellifluous meditations concerning the avail of toil during exemption from invalidism. May the good Dublin clans of McCredys and Percys never halt in their progress nor meet with reverses. May they sit by the fire and smoke their dudeens, while they dance on their knees a whole brood of spalpeens. Mustard and vinegar, pepper and salt, if you go home hungry it's not our fault."

—o—

**Josiah S. Dean.**—Gov. McCall of Massachusetts has reappointed our Vice President Josiah S. Dean as a member of

the Licensing Board of Boston. Mr. Dean has proved himself a valuable member of the Board in the past and has won the reappointment by his demonstrated ability.

—o—

**Lieut. J. C. Percy** and Mr. and Mrs. Ballen Hyde, our English cycling visitors were taken by a party of Boston Bi Club members, on Tuesday morning preceding the banquet at the B. A. A., to the Wayside Inn at South Sudbury, where a lunch was served. Boston did not allow the visitors to go hungry to their homes. Baked Beans and the Wayside Inn spell Boston.

—o—

A fraternal organization is known by the newspaper it supports.

—o—

Rest is not always recreation; change of scene is as necessary in life as in a play. The bicycle is the pleasure vehicle that provides all things good.

—o—

**Pinksohn Awheel.**—I believe I have expressed on an occasion some time ago the pleasure I derived in reading each issue of the Bulletin, and if you desire, and if what follows interests the few who are still loyally showing their fidelity to the institution by remaining as members, I will relate a little bit of my bicycle career.

My first attempt at mastering the high wheel was in 1885 and met with very disastrous results. I probably had been riding around the country roads of Dedham for a few weeks and was coasting down Walnut Hill into Boyden Square, and carelessly overlooked the hydrant located in the middle of the street, with the result that I was rudely precipitated from the silent steed and picked up unconscious and remained in a state of coma for about six hours. At the earnest solicitation of my dear Mother I refrained from taking any more chances on that "bone-shaker" for a year. This was purchased from F. or H. Underwood connected with the C. Brigham Co. and I paid him at that time \$75.00 in United States coin. It weighed 67 pounds and was of the old cumbersome type. The following year, I purchased one of Wm. Read & Son's high wheels and I rode that until 1892, being one of the last ones to descend from the high mount. I had a great many narrow escapes from death and I would like to relate some of them to you, but you may



have to curtail this as it is, so I will not take the time. I belonged to the Roxbury Bicycle Club and recall with pleasure the many jaunts which I took around greater Boston. Among the members who belonged and who joined me on these trips I recall James and Alec Keltie, Jack Fecitt and Dr. Benson.

In 1892 I sold my high wheel for \$1, having paid \$127.50 for it when new, and started my career on the safety, which I trust will not terminate until I am 93 years old, thereby exceeding Dr. Eliot's record by ten years, as I understand at 83 he deserted for an automobile.

I am just as fond of the silent steed as I was 20 or 30 years ago, and to show you my desire to ride I wish to state that a week ago Sunday, I left the house at 9.30 A. M. and made four or five calls in Dedham and was back at one o'clock, and covered 25 miles. At my age, which is 54 years, I cannot be classed as a "has been" yet. With sincere regards to you and wishing long life to the Bulletin,

Richard Pinksohn.

—o—

**Nathaniel Clark Fowler, Jr.**, well known in business circles as an advertising expert, counsellor and writer of business books, died in Somerville Nov. 25th after a long illness. Myocarditis was the immediate cause of death. He was born at Yarmouth, Cape Cod, Jan. 21, 1858. In his autobiographical novel, "Gumption," with characteristic wit, he speaks of it as located where the part-sand part of the cape leaves off and the all-sand part begins.

Removing to Boston in his early boyhood, he was educated at the Boston Latin school and began his career in 1876, serving on the staffs of the Boston Traveler and the Commercial Bulletin. Four years later he founded the Pittsburgh Journal, acting as editor and publisher. He was for many years the advertising agent of the Pope Manufacturing Co., and was a prominent figure at race meets, where he gathered statistics based upon the merits of the Columbia as shown by victories on the track. He followed the fortunes of Colonel Pope for such time as the Colonel was active in business. Later in life he was a lecturer on publicity and business betterment. He originated the demonstration method of teaching salesmanship. He was a prolific author, thirty-two titles standing to his credit in Boston Public Library.

He is survived by his wife, two sons, James N. and Lieut. Louis F. Fowler, the latter in the aviation service in Texas, and two daughters, Mrs. Mary Sergeant of Chicago and Mrs. Elizabeth Allen of Wallingford, Conn.

—o—

**Capt. James Tracy Potter**, of North Adams, Mass., L. A. W. life member No. 896 and now "over there" in command of a Michigan company, has written two letters home in which he states that he is in a hospital where he underwent two operations. Although he does not say so, it is believed that the captain has been wounded in one hand and in the abdomen. He was wounded some time ago, shortly after he assumed the command of the Michigan company, and made a good recovery, after which he returned to his company. Later he was made instructor in an officers' training school and after that, it is believed that he was transferred to a front line position where he received his wounds. He stated in the letter that he expected to be out of the hospital soon. He joined the L. A. W. June 15, 1900. Captain Potter is a lawyer. He was born in Bennington, Vt., forty-eight years ago. After attending Phillips Andover Academy, he graduated from Yale in 1894. He was a member of the Massachusetts Constitutional Convention, and in 1915 and 1916 was a member of the Massachusetts House of Representatives from the First Berkshire District. While a member of the Legislature he was on the House Committee on Military Affairs. As Captain of Company M, Second Regiment, M. V. M., he saw duty on the Mexican Border.

—o—

**Nylaw at the Table.**—The Fall meeting of the Nylaw was held at the N. Y. Athletic Club on Saturday evening, October 26. Regular business was attended to and the following toast was offered and drunk to Charley Cossum.

Some four months ago,  
Some friends you know,  
On an auto trip did go,  
At Albany Obermeyer whom we all admire,  
Put a motion to Share, who was in the Chair,  
That greetings we send to our old friend,  
Who on others now does depend,  
With one accord all round the board, 'twas  
voted "Yes, the greetings send."

Again we meet to drink and eat, regretting  
that you cannot come,  
So drink this toast to Charlie Cossum.

[Signed:—Wm. W. Share, Walter M. Meserole, Wm. M. Frisbie, M. M. Belding, W. H. Hale, F. W. Brooks, Jr., C. J. Obermeyer, Geo. C. Pennell.]

—○—  
The coming year should be a lucky one for those who enjoy the Poker game. 1919 offers two pairs and it takes a full house to beat it.

—○—  
There will be no cycle show early in 1919. It may open later in the year. The manufacturers have spoken and they prefer to wait a bit.

—○—  
We hear the term "silent steed" not so often as when we were young. It may be that the motorcycle is responsible for the omission.

—○—  
**Accident to Mrs. Bassett.**—It happened on Wednesday, Nov. 20, and Esstee first knew of it when his wife was brought home by two policemen and a clergyman. It was after six p.m., when she was crossing the street, that she was struck by an auto and knocked down. Kindly hands picked her up and brought her home, a doctor was sent for and she was given careful attention. She had a few severe bruises, a sprained ankle and a sprained knee. The shock was one of the serious results of the accident, though not so lasting as the others. A woman of 72 years has not the vigor of youth to easily withstand a shock of the kind. At the time of writing, nearly a month after the accident, she is much better, though still dependent on crutches. Mrs. Bassett is a life member and No. 240 in the L. A. W. A member since 1887, she was a pioneer among the lady riders of the wheel and began to ride a tricycle in 1882. The accident might have had more serious results and Esstee is happy with the thought that she will still be with him on the journey of life, which will soon reach the day when the Golden Wedding may be celebrated.

—○—  
**Lincoln Holland** has removed from Los Angeles to Long Beach, Cal. He writes:—"There are some 300 bicycles and

motorcycles here and also 200 automobiles, and I am getting very much business. Dec. 1 is the anniversary of my Century ride, and I shall try for another record this year. Hope to make it in eight hours. Have ridden over 3000 miles this year. Great is the land of eternal sunshine."

—○—

**On His Second Century.**—Uncle Jesse Green, of West Chester, Pa., yesterday entered his 102d year and celebrated it by calling on a neighbor who is five years older and, like himself, in full possession of mental powers and with sufficient physique to be a burden to no one. Uncle Jesse has not retired. He still attends to his business as secretary and treasurer of the local Fire Company—a position he has held for nearly eighty years. He has stopped riding a bicycle in the last few months because those confounded innovations such as automobiles destroy his comfort, but he is still able to fill a tooth or pull one when necessary, and walks the streets much faster than some of those young enough to be his great grandchildren.—Phila Bulletin.

—○—

**Early Bicycles.**—Correspondence:—Reading the December issue of O. B. I notice on page 182 some remarks about early bicycles. When a boy I attended Claverack (Columbia County, N. Y.) College from the fall of 1868 to June (graduation) 1873.

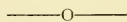
In the fall term of 1869 appeared a boy from my home town (New York City), whose name was Frank Shute. He brought with him the first bicycle I had ever seen and I learned to ride on it. I have verified this date by a reference to an old "Autograph Album" which has his name in it, and he was at College only the one term.

In the next session of college, January 1870, comes a man to our town with a dozen bicycles, and engages our Drill Hall, for teaching riding. From my earlier experience I was able to win several prizes for efficiency in riding—on wooden floor. As the steel tires cut up the floor, our school principal cut short the bike riding, and the party left; but from him I obtained the name of the party he got the machines from, and I remember the name "Dalzell" and they were built at Copake or Valatie, Columbia County, N. Y. At any rate I got one from him in the spring of 1870 and rode it thru the village and country, where there was none other and was called "The Devil on Wheels."

The **date** of 1869 may interest you and some of the old timers.

I didn't get on a wheel from 1873 till in 1891 in Minneapolis; but the old balance was there and no trouble to ride, despite the difference in general makeup of old time wood wheel, iron tire, action on treadles on front wheel and the chain driven "Safety."—Clarence G. Wilson.

The above suggested to us that the wheels referred to were not bicycles, but velocipedes. The bicycle proper should have suspension wheels, wire spokes and rubber tires. Starley's bicycle, the "Ariel" was put forward in 1872, and it has been considered the first real bicycle. In answer to a letter from us, Mr. Wilson concedes that the wheels spoken of were velocipedes.



**Pneumatic Tires in History.** — In 1846, a British civil engineer invented what he called "patent aerial wheels." These were the first practicable pneumatic tires for vehicles of which there is any record. The invention consisted of a rubber tube covered with a leather casing which was securely fastened to the rim of the wheel. Thomson's tires were used a little on horse-drawn vehicles in England, but within a short time they were forgotten and fell into disuse.

Some 22 years later J. B. Dunlop, an Irish veterinary surgeon, conceived the idea of placing rubber tires on the wheels of a boy's tricycle. These were inflated with air and fastened in place by wrapping them with tape. Though Dunlop's first tires were crude and imperfect, his invention may be said to have embodied the important basic idea of the present-day pneumatic tire which is used on bicycles, motorcycles, automobiles and trucks for heavy hauling, some for the latter use now being made nine inches in cross section and some even twelve inches.

In 1890 C. K. Welch patented in England a tire consisting of an inner tube of rubber with a rubber-and-canvas casing which was reinforced by a wire running through each of the thickened edges of the canvas. These wires, which were in the form of complete circles, fitted into grooves in the rim of the wheel when the tire was properly in place.

Some years later W. E. Bartlett, an American, patented a tire which had beaded edges, so designed that when the tire was inflated they would grip flanges formed in the rim of the wheel and thus the tire would be held firmly in place.



The Bartlett patent passed to the Dunlop interests in 1890.

T. B. Jeffery of Chicago in 1891-92 brought out a clincher tire which proved quite satisfactory for bicycles and for several years enjoyed a large sale under the name of "G and J" tires. When the automobile made its appearance tires of this type were found better for use on it than any other in the field so that until the G and J patents ran out in 1909 they proved a veritable gold mine for their owners, bringing in large sums in royalties.

—○—

**Auto Rules in Japan.**—The Japan Chronicle gives some of the rules posted up by the authorities in Japan for the guidance of English-speaking autoists, as follows:

"You must drive your automobile at the speed of eight knots per hour on the city roads and at twelve knots per hour on the country roads.

"When you see the policeman throwing up his hand you must not drive in front of him. When you get ahead of the passenger on foot or horse, you must ring the horn.

"When you meet the cow or the horse speed slowly and take care to ring the horn and not be afraid of them. Drive slowly when you meet the horse or the cattle, do not make them afraid and carefully make the sound. If they are afraid the sound you must escape a little while at the side of the road till they pass away.

"Do not drive the motor-car when you get drunk and do not smoke on the driver seat."

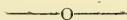
—○—

**The Emperor of Morocco** has become quite crazed as regards cycling, and even enjoys cycle gymkhanas in the gardens of the harem in the Royal Palace at Fez. He has spent much money in purchasing machines; evidently the tests they are put to are severe. For example, in one afternoon 25 machines were smashed up. At times, 50 or 60 cyclists are engaged in trick riding or racing. It is not reported whether the Emperor himself takes part in these contests.

—○—

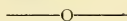
**Exports of Bicycles** are increasing rapidly, according to the latest report from the Bureau of Foreign and Domestic Commerce of the Department of Commerce. For the month of July the department shows exports amounting to \$208,318. Exports of bicycles apparently have been increasing

steadily during the last two years, despite the fact that this country has been at war. The report shows comparative statistics for the seven-month periods ending with July of the years 1916, 1917 and 1918, which show that, during the first-named, we shipped bicycles valued at \$571,038. This increased the following year to \$753,188, and again this year to \$829,694.



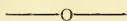
Prospective Employer—Why did you leave your last place?

Chauffeur—The guy I worked for went crazy. Started shingling his house when his car needed new tires.



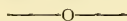
"I hear that lightning struck Speeder's automobile."

"Well, Speeder claims it was his automobile that struck the lightning."

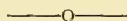


Hanger around—What do you do when your batteries run out?

Irritated Autoist—Run after them, you idiot. What do you suppose I do?

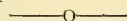


An English judge suggested in the course of an automobile accident case that the speed indicators of autos might well be marked: "Fine," "Imprisonment," "Manslaughter," "Murder."



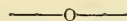
"Ma, what's veal?" asked Dorothy.

"I know," interrupted Bobby; "it's the part of the cow we eat before it grows up."

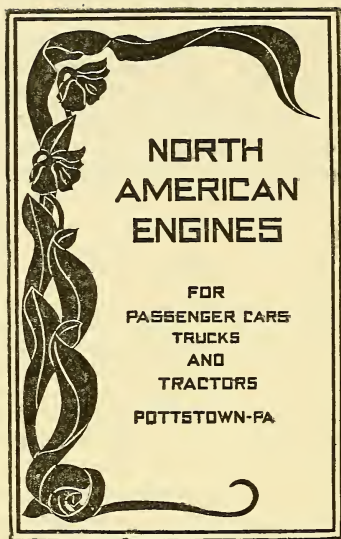


A man tells of a country editor who started out poor 20 years ago and has retired with the comfortable fortune of \$50,000. This money was acquired through industry, economy, conscientious efforts to give full value, indomitable perseverance and the death of an uncle who left the editor \$49,999.50.

—Kansas City Times.

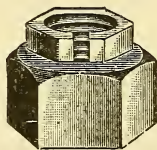


The physical training director at Harvard finds that every great athlete inherits his physical perfection from his mother. Father seems to be getting less necessary every year.

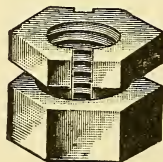


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We invite men of good character to join us in prosecuting the good work we have undertaken.

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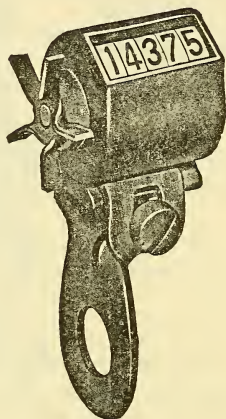
*References,* .....

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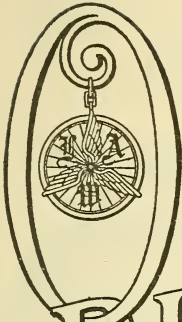
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**OFFICIAL  
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OF THE  
LEAGUE OF AMERICAN WHEELMEN**

PUBLISHED MONTHLY

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**FEBRUARY, 1919**

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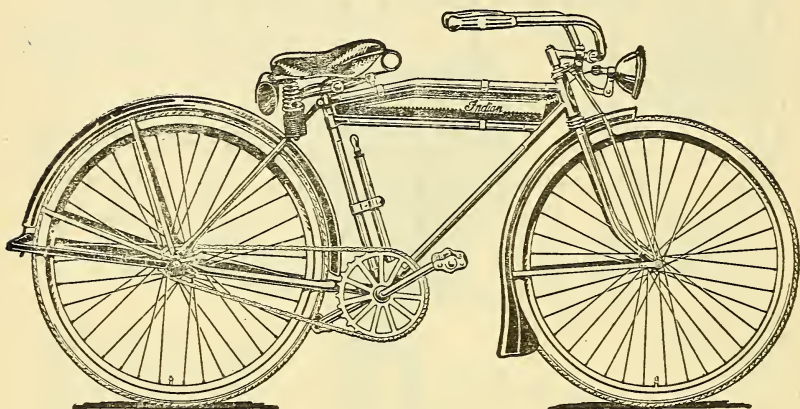
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Vol. 17. No. 2 FEBRUARY, 1919.

5 Cents

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**Forty-one Years Awheel.**—The Boston Bicycle Club, organized Feb. 12, 1878, will celebrate its forty-first anniversary this month by eating its forty-first annual dinner. Clubs do not eat a dinner at their first meeting and generally get together after the lapse of a year when friendships with fellow-members have been firmly established. There has been some question as to the date when the Boston Club was organized. One very important piece of evidence in favor of the 12th may be found in the report of the first meeting written by the late Frank W. Weston, and published in the American Bicycling Journal (of which Mr. Weston was the editor) of date Saturday, Feb. 16th, 1878. In this report may be found the following statement: "We have great pleasure in announcing that the club (of the formation of which we have given several intimations in these pages) was duly organized on Tuesday last." Consulting the almanac we find that "Tuesday last" before Feb. 16th was the 12th.

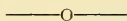
The Boston Transcript of Feb. 13th, 1878, says:—"The Boston Bicycle Club was organized last evening with fourteen members. This is the pioneer bicycle club of the United States and it starts under most favorable auspices for a successful career."

The American Bicycling Journal, of Aug. 9, 1879, publishes a list of Bicycle Clubs compiled by Frank W. Weston. At the head of the list we have:—

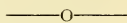
Boston Bicycle Club. Founded Feb. 12, 1878. Frank W. Weston, Sec. and Treas.

In the early days of cycling Frank W. Weston was considered the "Grand Old Man" of cycling and he was interviewed time and again relative to the early events. In every

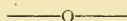
interview, and we have many on file, he tells the reporter that the Boston Bicycle Club was organized on Tuesday, Feb. 12, 1878.



Our readers will note the addition of a page and a half of advertising in our columns from the Westfield Manufacturing Co. and the Corbin Screw Corporation. We are glad to feel that we are being appreciated and we hope that the new advertisers will greatly benefit from their new venture. We have made a change in our make-up in order to give prominence to the advertising and insure the reading of what is put forward.



**Bullards' Golden Wedding.**—On the 9th of December, last ensuing, occurred the fiftieth anniversary of the wedding of Mr. and Mrs. Henry W. Bullard, of Poughkeepsie, N. Y. We were not there to see what happened but we can imagine Uncle Henry addressing his wife in the conventional way and singing, "Put on your old grey bonnet, with the blue ribbon on it, and we'll hitch old Dobbin to the shay, then we'll all ride over 'cross the fields of clover, on our golden wedding day." We offer our congratulations to the happy couple. Golden weddings have not been very common among the veterans of the L. A. W. Uncle Henry has led the way. Let others follow. In the past we have had to congratulate the veterans who have arrived at the dignity of grandfather, now we shall have to put Golden Weddings in the front rank. The procession has started.



**Boston Bicycle Club Election.**—The following is a list of officers elected at the annual meeting of the Boston Bicycle Club, held January 8th, 1919.

President—George B. Woodward.

Secretary-Treasurer—Augustus Nickerson.

Captain—Dr. W. G. Kendall.

Governing Committee—F. A. Hinchcliffe, J. J. Fecitt, Theo. Rothe, J. Rush Green, Josiah Hathaway.

The 41st anniversary of the Club will be celebrated on Feb. 8th. Geo. B. Woodward was the first President of the club, elected on Feb. 12, 1878 and it was thought to be appropriate to honor him on this anniversary year.

**To all of the Bunch.**—Esstee received a shower of cards late in December and all of them sending greetings and wishing for him a Happy New Year. We highly appreciate the spirit of good fellowship that prompted this kindly action and as it has been quite impossible to reply to each one individually, we take this opportunity to send our thanks to one and all of the good fellows that wafted the spirit of Christmas into the den from which comes the Bulletin. The good wishes went far towards making it a Merry Christmas for him, and they were potent enough to guarantee him a happy year.

—o—  
“There will be more good roads built this year than ever before.” And to the full extent to which the manufacturers can turn out bicycles, that much more need of them.

—o—  
**Gideon Haynes Reappears.** — Gideon Haynes, once a prominent wheelman of Boston, has been appointed sales-manager for the Excelsior Motor Mfg. & Supply Co. of Chicago. In 1883 he was employed by Wm. Read & Sons, of Boston, in their bicycle department. Later he was a member of the firm of Bull (W. S.) and Haynes of Buffalo, N. Y. He was active in all the bicycle interests of the country and achieved some success on the race track. He was a member of the Big Four Tour from Chicago to Boston in 1883. He has been unknown in the bicycle world of the east for many years and we are all glad to know that he still lives.

—o—  
**On the Way Over.**—Lieutenant J. C. Percy tells, in a letter to the Irish Cyclist, of a few experiences on the voyage across and in New York:—

“I picked up my first bit of Trouble in the New York Custom House. I had 130 lantern slides representing the “History of the Royal Navy,” and these gave me so much trouble that I felt like throwing them into the Hudson River. I had to make six affidavits to the effect that I was not going to make any money out of my lectures, and that no charge was to be made for admission. Had it not been for an Irish official called Cassidy I might have been there still. How I did bless his dear old Dublin brogue! If Cassidy ever comes to Dublin—and his mother lives there—I hope to have an opportunity of repaying him for his exceeding great personal kindness to me.



"I must not forget to relate an incident which goes to prove what a democratic country America is. Our host did not care to go to the trouble of making breakfast, but he promised us a meal on the way. We halted beside a traveling breakfast wagon at Tarrytown. Here we each occupied a round stool at the counter and enjoyed a fine breakfast of ham and eggs. The total bill for four was 80 cents. A similar breakfast at the Waldorf-Astoria costs \$2.75 for one person. The strange thing is that I enjoyed my wayside feast much better than any I have had in the palatial hotels of New York. My next-door neighbor at the counter of the traveling saloon was an Italian laborer who had been mending the road. He very kindly handed me a paper which announced an Italian push in which 2,000 Austrians had been captured. My breakfast friend seemed greatly cheered by this good news. My only regret is that I was not able to have a snapshot of that memorable meal."

—o—

A boy in a sea-coast town asked a sailor if he ever rode a bicycle.

"Certainly not," answered the sailor. "Do you think I'd trust myself on something that had its rudder in front?"

—o—

**A Winter to be Remembered.**—Allen W. Swan of New Bedford, Mass., tells us of a winter that was warm and full of joy:—"The present winter, so far, reminds me of the first one wherein I rode the wheel, 1888-9. It was a very open one. In my records for 1889 I find such items as these:—

Jan. 2.—Rode over to Arnold Arboretum, 19 2-3 miles. Fine wheeling.

Jan. 3.—Rode 29 1-4 miles. First class wheeling.

Jan. 4.—Rode 13 3-8 miles. No frost in the ground.

Jan. 9.—Rode 9 miles. Mercury 61 degrees at 9.30 p. m.

Jan. 10.—Rode 16 5-8 miles. Mercury 41 degrees at 9.45 a. m.

Jan. 11.—Rode 8 miles.

Jan. 15.—Rode 5 miles.

Jan. 16.—Rode around Blue Hill. Total for day 36 miles.

Jan. 18.—Twenty miles. Jan. 19, 4 miles. Jan. 23, 4 miles. Jan. 30, 10 miles. Total for January, 186 miles.

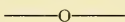
Feb. 1, 16 miles. Feb. 8, 15 miles. The next week we had snow and the first sleighing of the season.

Feb. 20, 7 miles. Feb. 21, 20 miles. Feb. 22, 5 miles. Feb. 27, 25 miles. Total for February, 88 miles.

The old longing to ride came over me about the middle of last August and I got in some fine rides, one of 70 miles and another of 63 miles and I was astonished to note how much better I felt. There are lots of wheels here in New Bedford and I often see an old timer out on a chainless Columbia that must be twenty years old. The riding is, of course, mostly on business and one might ride all day in the country and not see a wheel. If all goes well this year I mean to get out on my wheel all that I can."

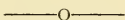


**Lockhart's Record.**—Will L. Lockhart, of Philadelphia, sends his record for 1918:—"My bicycle mileage for 1918 was 2915 miles. My first ride, on March 3, was 20 miles. My last ride, Dec. 30, was 8 miles. Have ridden every year since 1895. Best previous record was in 1896, when I made a little better than 2700 miles. Started a new record today, Jan. 5, by pushing 16 1-2 miles. Pretty chilly work. The thermometer was hovering around 25 degrees. Looks like snow tonight, and so I reckon the wheel will have to go into storage for a while."



**Holland's Annual Century.**—Lincoln Holland, of Long Beach, Calif., rode his annual New Year Century on Dec. 8. He covered 102 miles in 8 hours, 40 min., net time. He says: "My first century was made in September, 1882, on a high wheel. At that time I rode 137 miles in 17 hours and it was some ride, but then I was younger. However, I felt all the day after this ride, and believe this proves that cycling when not overdone is good for anyone even of my age."

Great deeds can be done a wheel in a land of eternal sunshine.



**Belding Catches a Fish.**—Brother Milo M. Belding tells about catching another fish. Somewhat smaller than the shark that he caught last June but big enough to go on record. He writes:—

"I spent three weeks in Miami fishing, and had great luck. I caught one Sailfish 7 feet 4 inches, weighing 68 pounds. This is said to be one of the largest, if not the largest, ever caught in Florida waters. I caught him on a medium tackle and was one hour 5 minutes in landing him. I also caught



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Wherever you go you can control your bicycle instantly, surely, if you have it equipped with the Corbin Duplex Coaster Brake. The Corbin makes you master of your bicycle at all times and adds to your comfort and safety. Simple and amply strong. Specify it on your bicycle for 1918 and you can rest assured you have the best.

*Write for Catalog*  
**CORBIN SCREW CORPORATION**  
The American Hardware Corporation, Successor  
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New Britain, Conn.



another one weighing 50 pounds, which won me a prize, as it was the first Sailfish caught by a member of the Miami Anglers Club this season.”

—○—

**Exploding Tire Kills Autoist.**—Preparatory to taking a ride in his auto Albert Embrey, of Washington, was pumping up the tires when one suddenly exploded. The rim of the wheel was blown off, striking Embrey on the head and fracturing his skull. He died a few hours later in the hospital.

—○—

**Memorial Roads.**—A suggestion has lately been made that amongst the greater schemes for commemorating the gallant deeds of our heroes a series of “Memorial Roads” might be initiated throughout the country, a scheme which, though vast in conception, has much to recommend it. The names given to some of our town streets bring to mind those who have served their country in the arts of war as well as of peace; why should not the roads which will have to be constructed during the next year serve as worthy

memorials of the men who have won a new liberty for our country by their gallant and ever-memorable deeds?

— C. T. C. Gazette.

—○—

**Roads well made wear well.**—In view of the fear that was frequently expressed that the magnificent system of State roads in Massachusetts would be damaged seriously by the heavy traffic and neglect of war times, it is interesting to note what the Highway Commission says in its annual report just issued. In dealing with the present condition of the roads under its charge the commission says that despite war conditions, high prices, lack of labor and materials, etc., “the main lines are now in as good, if not better, condition on the whole, than they have been any year in the past.”

—○—

Hope the old nursery rhyme will not be fulfilled two years from now—“1920, my plate’s empty.” It will be about time for a full dinner plate by then.

—○—

**The Boston Arena**, a brick structure built in 1909, with a seating capacity of nearly 12,000, was destroyed by fire last month. The loss is estimated at \$200,000. The fire is believed to have started from a lighted cigar or cigarette thrown on the floor by some one in the crowd which attended a boxing exhibition there the evening before.

The building, which was situated on St. Botolph Street, was owned by the Boston Arena Company. It contained an artificial ice plant and was formerly a skating rink. The Armory A. A. had held bouts in the building and a number of six-day bicycle races had been contested there, the last in 1917.

—○—

**Judge Littleford**, of Cincinnati, in a recent patriotic speech on the war, told his audience that not only was it their duty to get everybody to buy bonds, but to multiply their capacity in doing so by getting on a bicycle and cutting out the waste of time and energy. He pronounced a delightful empyric on the “wheel,” saying that in this case and now especially it was an improvement over the motor car, because the nation needed to save gasoline.

—○—

**Auto Production Small.**—Owing to war conditions less than 1,000,000 passenger autos were produced by American



# Columbia

## Bicycle

Forty years ago Columbia Bicycles — the first American-made bicycles — were put upon the market.

They were given a very cordial reception. They introduced, even in those pioneering days, the highest ideals of construction excellence.

Almost overnight, they leaped into popular favor — a popularity which, as the years have come and gone, has become nation-wide — universal.

Today, Columbia Bicycles, developed and improved through two generations of constantly striving for perfection, are recognized as Standard of the World.

They represent the utmost in durability, strength, service, ease and comfort, trimness of design, snappiness of appearance.

And there is in the 1919 line a model for every man, woman, boy, or girl — a model to meet every individual requirement, every fixed price limitation.

Described and pictured in the 1919 Columbia Catalog.

Sent anywhere on request.

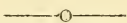
**Westfield Manufacturing Company**

Dept. 22

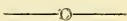
**WESTFIELD, MASS.**



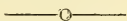
factories during the past year. The record output for 1917 was over 1,718,000. The biggest output during any quarter in 1918 was from April 1 to July 1, when 345,000 cars were produced.



"Not all who auto ought to," remarked the whimsical man. "For that matter," replied the Socialist, "not all who ought to auto."

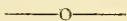


**Vito Cestone and Louis P. Sattler**, of the Century Road Club Association, claim credit for riding the first two centuries of the New Year, and Cestone will receive for his hard ride the silver cup offered by National Treasurer John Mitchell, while Sattler will also be rewarded with a prize offered by the New York Division. Cestone rode one hundred miles on New Year's Day in a little over seven hours.



**Bicycles vs. Hogs.**—The hog attracted considerable attention at the Chicago International Livestock Exposition and Horse Fair. The case of Johnny and Billy Turner of Dewitt, Ia., illustrated the importance to which the hog industry has grown recently.

Johnny Turner is sixteen years old and Billy thirteen. Their father gave them \$25 four years ago with which to buy a bicycle. They bought a sow. They have now six hundred Hampshire swine, valued at \$25,000. They are exhibiting a prize boar at the show for which they refused \$2,000. The firm has won eighty-three prizes, including three blue ribbons. The question arises, Did the boys exercise good judgment? You can't ride a hog and there is more real enjoyment in riding a bicycle than in feeding swill to swine. From a money point of view the boys won out. We think we should have taken the bicycle.

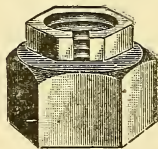


On some maps of the United States there appears what is called the Lincoln Highway, but in reality no such road, stretching from coast to coast exists in any continuous or finished state. Why not finish it? Why not make it our national monument to the war? A splendid open road from sea to sea for the feet of all mankind. The Lincoln Highway—monument to victory.

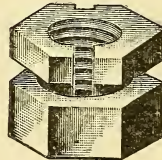


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**Not like other nuts, they will NOT shake loose.**

No cotter pins or other devices needed. Made in all sizes and threads. Send as size of bolt you had to tighten that nut on yesterday. We will fit a Columbia Nut to it—**FREE**. A booklet with prices mailed on application.

**COLUMBIA NUT & BOLT CO., Inc., Bridgeport, Conn.**

## NEW MEMBERS

For several years, and for good and sufficient reasons, we have not published the names of members that joined the L. A. W. But just now there has arisen a movement among the present members to secure new members and this would seem to furnish good and sufficient reasons for returning to the publication of the names as they come to us.

For a starter we give, in this issue, a list of the new men that came to us in 1918.

1040—C. W. Dickerson, Detroit, Mich.

1041—J. Kemp Bartlett, Baltimore, Md.

1042—J. W. Wainken, Milwaukee, Wis.

1043—Edward P. Burnham, Hemet, Calif.

1044—E. J. Lonn, Laporte, Ind.

1045—Burton F. White, Brooklyn, N. Y.

1046—Kennedy N. Clapp, Brookline, Mass.

1047—W. H. Stafford, Brooklyn, N. Y.

1048—Terry Andrae, Milwaukee, Wis.

1049—M. T. Crimmins, Oswego, N. Y.

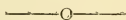
1050—Leonard L. Belding, Stratford, N. J.

1051—Lockwood H. Campbell, Philadelphia, Pa.

1053—Harry A. Kinsey, Philadelphia, Pa.

1054—R. K. Livingston, Cincinnati, Ohio.

The fraternal worth of membership in the League of American Wheelmen must be considered as a large part of the returns to be secured for a dollar. This fact cannot be too frequently nor forcefully impressed upon the minds of the newer members and those making application for membership. It is obvious that an organization, every member of which is interested only to the extent of seeing how much it can benefit himself financially, must lack the whole spirit of fraternal brotherhood.



## NOMINATIONS FOR NATIONAL ASSEMBLY

The following delegates have been regularly nominated for the National Assembly, L. A. W.

We publish in addition the members *ex-officiis*.

New York—Dr. F. A. Myrick, W. W. Share, Fred W. Brooks, N. S. Cobleigh, H. W. Bullard, Fred'k G. Lee, George B. Woodward, James M. McGinley, John B. Kelley.

Ex-Off.—M. M. Belding, W. M. Frisbie, C. J. Obermayer, W. M. Meserole, C. F. Cossum, Geo. C. Pennell, Dr. L. C.

# The League of American Wheelmen

Organized May 31, 1880

An organization to promote the general interests of cycling, to ascertain, defend and protect the rights of wheelmen; and to secure improvement in the condition of the public roads and highways.

We invite men of good character to join us in prosecuting the good work we have undertaken.

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DEAR SIR:—Enclosed find the sum of ONE DOLLAR, of which seventy five cents is for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the Official Bulletin, and request that he enter my name as a subscriber to same for one year.

*Name,* .....

*Street,* .....

*City and State,* .....

*References,* .....

Address all applications for membership and all communications to L. A. W. Headquarters

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105 Central Ave., Newtonville, Mass.

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Massachusetts—A. P. Benson, Walter G. Kendall, J. Rush Green, Chas. C. Ryder, Albert M. Skinner, Fred D. Irish, Thomas H. Hall, Morris Barker.

Ex-Off.—Abbot Bassett, Augustus Nickerson, Sterling Elliott, Quincy Kilby, A. S. Parsons, H. W. Hayes, J. S. Dean.

Pennsylvania—Wm. L. Lockhart, P. S. Collins, A. D. Knapp, Henry Crowther, J. L. Lowther, Chas. E. Minnemyer, Fred McOwen, George A. Gorgas.

Ex-Off.—Thomas J. Keenan, M. C. Morris, George D. Gideon.

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Ex-Off.—Theo. F. Merseles.

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Ex-Off.—W. A. Howell, Fred. Atwater, Wm. H. Hale.

Illinois—M. X. Chuse, Edgar S. Barnes.

Rhode Island—R. E. Hamlin, James Ward.

Ex-Off.—Geo. L. Cooke, Nelson H. Gibbs, Hugh L. Wiloughby.

New Hampshire—Chas. A. Hazlett.

Ex-Off.—Elmer G. Whitney, R. T. Kingsbury, Wm. V. Gilman.

Ohio—H. S. Livingston.

Ex-Off.—Fred T. Sholes.

California—Lincoln Holland.

Ex-Off.—Isaac B. Potter, Chas. K. Alley.

Michigan—W. M. Perrett.

Ex-Off.—H. S. Earle, E. N. Hines.

Kentucky—Owen Lawson.

Missouri—W. H. Cameron.

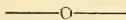
Indiana—W. G. Heberhart.

Maine—R. A. Fairfield.

Maryland—H. V. Casey.

Wisconsin—W. H. Field.

Abbot Bassett, Sec.-Treas.



Mrs. Ford—My husband gave me an automobile on our wedding anniversary. We have been married ten years.

Mrs. Neighbor—Yes, I saw it. How appropriate for a tin wedding.



# Veeder Cyclometer for Bicycles



*Simplicity*

*Accuracy*

Registers 9999.9 miles and repeats. Dust and waterproof. Figures large enough to be read from saddle. Price \$1.25.

## Veeder Trip Cyclometer

With an extra dial which can be set back to zero to register the mileage of each trip. Price \$2.50.

## Veeder Motorcycle Trip Cyclometer

Made stronger than the regular bicycle cyclometer and is designed to withstand the harder usage due to the high speed of motorcycles. Price \$3.00.

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To register mileage of automobiles and horse-drawn vehicles.

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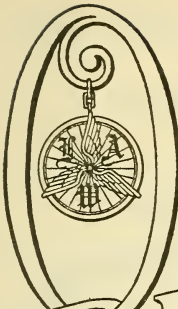
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**OFFICIAL  
BULLETIN  
AND SCRAP BOOK  
OF THE  
LEAGUE OF AMERICAN WHEELMEN**

PUBLISHED MONTHLY

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**MARCH, 1919**

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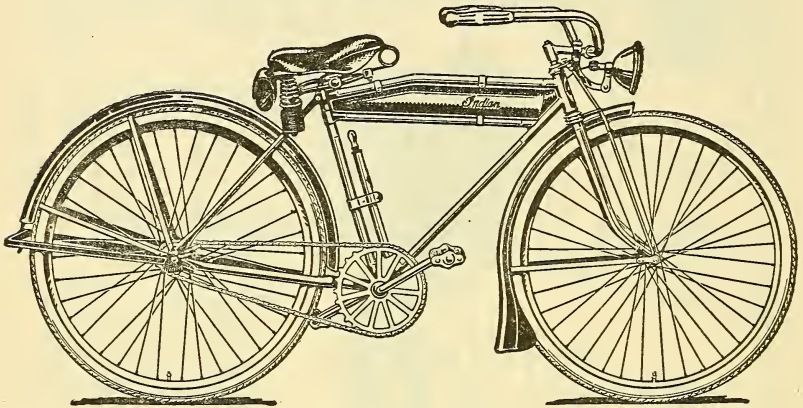
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## INDIAN BICYCLE

With its motorcycle lines, Indian tank battery container, coaster brake, double forks, long-braced handlebars, electric light, and large reflector it represents the biggest bicycle value in the world.

Or if it's a daughter or wife who desires to enjoy healthful out-of-door sport, there are models in the Indian line which give the same great value.

The electrically equipped model is priced at \$45—  
Ten other models ranging in price from \$26 to \$45.

HENDEE MANUFACTURING COMPANY

LARGEST MOTORCYCLE MANUFACTURERS  
IN THE WORLD

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SPRINGFIELD, MASS.

# OFFICIAL BULLETIN

AND SCRAP BOOK OF  
THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - - EDITOR

105 Central Avenue, Newtonville, Mass.

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## ADVERTISING RATES

\$1.15 an inch for first insertion and each new setting. Repeat  
insertion \$1.00 an inch

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Entered as Second Class Matter, January 15, 1914, at the Post Office, at Boston, Mass.,  
under the Act of Congress, March 3, 1879.

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Vol. 17. No. 3

MARCH, 1919.

5 Cents

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**Boston Bicycle Club.**—The forty-first annual dinner of the Boston Bicycle Club was held at the clubhouse of the Boston Athletic Association on Saturday evening, Feb. 8. It was a goodly company, large, enthusiastic, hungry and thirsty. Fifty-six wheelmen, for the most part old-timers, sat around the table. Among those present were:—Fred Atwater, Bridgeport, Conn.; Abbot Bassett, A. D. Chandler, Kennedy L. Clapp, Geo. L. Cooke, Providence, R. I.; Henry Crowther, Philadelphia; Josiah S. Dean, Wm. H. Edmands, A. C. Fairbanks, Henry Fairbanks, John J. Fecitt, J. Rush Green, Thomas H. Hall, Thomas P. Himes, Cranston, R. I.; Fred D. Irish, E. F. Kelly, Capt. W. G. Kendall, Club Versifier Quincy Kilby; Toastmaster Andrew O. McGarrett, Treasurer Augustus Nickerson, E. H. Norris, Chas. J. Obermayer, Brooklyn; Fred. I. Perrault, Richard Pinksohn, Club Artist C. W. Reed, Henry W. Robinson, Chas. C. Ryder, A. M. Skinner, Joseph W. Swan, Chas. F. Travis, Albert E. Watts, Elmer G. Whitney, Dover, N. H., President George B. Woodward, New York.

The Menu was written by the Club Versifier Kilby and abounded with very many personal and pertinent jingling references to the members. Club Artist Chas. W. Reed decorated the menu card with a picture showing a bicycle rider on the high wheel of 1878 and the Captain on a wheel of the present time.

That which was given the club to eat was lavish in quality and welcomed by the joyful palate.

The camaraderie of the occasion was all that the invitation promised. See if it wasn't!

"The period before the dinner will be devoted to grins, greetings and gladness, hand-shakings, (how-are-yous), and

hilarity, foregathering, friendship and foolishness. We shall tell each other our symptoms and prescribe for each other's ailments, with resultant accession of roseate bliss.

Question! And then what?

Answer! Eating and enjoyment; food and fun; nutrition and nonsense; sustenance and satisfaction."

President Woodward contributed to the occasion a large number of bottles of that which we may not indulge in a year hence.

The post cena exercises were opened by President Woodward. In the invitation to the feast Versifier Kilby let himself loose in referring to this, our President:—

"At the annual meeting in January we unanimously elected George B. Woodward president, after a short and heated discussion as to whether a Bostonian's moving to New York automatically constituted him an enemy alien. Decided to the contrary. George was our first president forty-one years ago.

"The attention of the universe is called to the fact that this is the first time that any president of a bicycle club has ever held that office on two separate occasions forty-one years apart. And we are proud of it, we are chesty, we are stuck up according."

The President presented a budget of laugh-provoking stories to begin with, and ended with a feeling tribute to the club and an expression of thanks for what the club had done for him in the past and his thorough enjoyment of his delightful experiences at club gatherings.

The toastmaster put the Captain through the third degree of efficiency and found him competent to ride and rule the boys.

The versifier propounded a lot of rhymes which toasted and roasted the members. A. D. Chandler told of his early experiences in persuading Uncle Sam to regard the bicycle as a carriage in fixing a duty at his custom house.

Kennedy Clapp unfolded a portfolio of stories serious and laughable.

A cablegram was sent to Lt. J. C. Percy, giving greetings to the Pickwick Club of London.

Secretary-Treasurer Nickerson read a letter of thanks from the Pickwick Club for the courtesies extended to Lt. Percy of that club.



Chas. W. Reed and Thomas H. Hall sang club songs that always receive close attention and hearty greetings from the club.

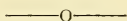
Henry Crowther read a very fine bit of verse on cycling as it was and is.

Mr. Bassett read from the *Bicycling World*, Feb. 7, 1880, an account of the second annual dinner of the Club Feb. 2, 1880. There was a first annual dinner in 1879, but the *American Bicycling Journal*, the only cycling journal existent in 1879 was issued on Jan. 25 and the next number came out on Aug. 9. Nobody knows what they did at the first dinner.

Elmer G. Whitney made a short talk on cycling institutions and invited the club to visit Dover on the next summer tour.

Fred Atwater read a war poem which had some kick in it.

"Bibamus," the club song, closed the evening's entertainment.



**The Veterans of New Haven, Conn.**—The New Haven Bicycle Club Veteran Association held its annual meeting and dinner on Jan. 24, that being the 39th anniversary of the New Haven Bicycle Club. The members are already looking forward to the fortieth anniversary on January 24, 1920. It was a grand and enthusiastic reunion at Cafe Mellone. There were 39 present and none but old wheelmen who had been present at similar occasions, and at the W. A. T. H. know what good times are had at such gatherings. We had old members from Boston, New York, Mt. Vernon, Cleveland, Newark and Bridgeport, Conn., and also some members of the Bridgeport Wheel Club.

A rousing speech was made by Fred Atwater, of Bridgeport. He made an appeal for the support of the L. A. W. by the wheelmen of the past and present. The result of this was that 14 wheelmen immediately handed over a dollar to the Secretary and joined the L. A. W. The meeting voted to make Abbot Bassett, Secretary-Treasurer of the L. A. W., an Associate Member of the Association.

It was further voted to send flowers to Mrs. Bassett as an expression of sympathy for her recent accident and good wishes for her speedy recovery.

There are good times and better times but the best times come when old wheelmen get together.—A. G. F.

**Sibley of the B. B. C.**—Frank P. Sibley of the Boston Bicycle Club has been doing good work “over there” as correspondent of the Boston Globe. We take the following good word from the Globe:—

“Did I meet Sibley? Yes, I did, and say, you should see the way the boys like him over there. They fairly fight to get him at their mess.”

That was what John E. Coolidge of Waltham had to say of the Globe’s staff correspondent with the 26th Division. He accompanied the President to Chaumont for the Christmas dinner with the 26th Division, and there met the Globe man.

Describing the dinner, Mr. Coolidge said:

“Just a moment or two before the President entered Sibley came in. We all stood up as the President, Gen. Pershing and Mrs. Wilson entered. I turned to the captain at my side and said: ‘Here comes Sibley.’

“‘O, you know Sib?’ he said.

“‘I should say I did,’ I answered. ‘He has been a good friend of mine for a number of years.’

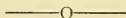
“‘Well, just wait and see the fun,’ said my partner at the meal. ‘Wait and see the men grab for him to get him to sit with them.’

“‘Sibley seems to be pretty well liked over here,’ I said.

“‘Yes, he is,’ answered the captain. ‘Of all the writers over here in France, Sibley writes the best and most accurate war news. It didn’t take long to find out that we could trust him. Gen. Edwards personally thinks much of him.’

“I watched ‘Sib’ after that and it was really funny to see the men reach out to seize him as he walked down the tables. Two officers just beyond me managed to get hold of him and pulled him into a chair between them.

“During the dinner there was a deal of merriment coming from that trio, and knowing Sibley, I knew who was responsible for all the fun. He was looking in good health, and was just as brimful of fun and stories as he used to be at home. From what I was told, it meant a lot to the boys to have a man of his happy, optimistic nature among them.”



**Century Road Club Officers.**—The following officers were elected by the Century Road Club Association at the January meeting: Centurion, John J. Marquard; secretary, Bert C. Marquard; treasurer, A. R. Jacobson; road captain,

James Paul. The board of directors consists of the above officers and the following: Louis Sattler, Leslie Seehof, Vito Cestone, Max Halpern and Isidore Taub.

Vito Cestone won first place in the 1918 weekly point races and Bert C. Marquard, the hustling secretary, captured second honors. —○—

There are several ways to pay debts, but most of them are paid with reluctance. —○—

### CENTURY AND MILEAGE COMPETITION

The annual report of the Century and Mileage competition for 1918 has just been released by Mr. A. R. Jacobson, Chairman of the National Road Records Committee of the Country Road Club Association, and his report reads as follows:—

	Miles	Cent- uries	Points
1. James Paul,* Jersey City, N. J.,	6288	21	8588
2. W. J. Hampshire, San Francisco, Cal.,	6440	4	6840
3. W. Knecht, Stapleton, S. I.,	3385	8	4185
4. A. Dietz, New York City,	2073	5	2573
5. R. C. Geist, New York City	1028	8	1828
6. B. Otello, New York City	754	2	954
7. F. McGuinness, New York City,	325	..	325
8. M. Halpern, New York City,	243	..	243
9. V. Cestone, New Rochelle, N. Y.,	123	1	223
10. D. P. Sattler, New York City,	202	..	202
11. G. C. Dresser, Brooklyn, N. Y.,	100	1	200
12. E. Jensen, Asoria, L. I., N. Y.,	100	1	200
13. F. M. Sanborn, Baltimore, Md.,	100	1	200
	21,161	52	26,561

\* One double century for James Paul.

Total Mileage .....21161

Total Centuries ..... 54

Total Points .....26561

#### Records Established 1918

##### New York City to Atlantic City, N. J.:

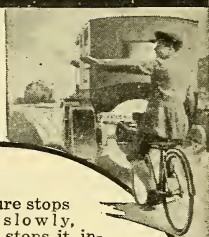
James Paul, September 3rd, 1918. Time, 7 hrs., 29 min.

Vito Cestone, December 5th, 1918. Time, 7 hrs., 15 min.

##### Hagerstown to Baltimore, Md.:

F. M. Sanborn, May 26th, 1918. Time, 4 hrs., 50 min.

**Perfect Control is Assured With the Corbin Duplex Brake**



Slight pressure stops your bicycle slowly, harder pressure stops it instantly when you use the

### **Corbin Duplex Coaster Brake**

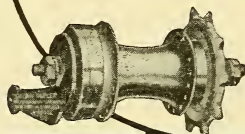
You are ready for quick, sure action in city traffic or on country roads. The Corbin brake is so simple and strong that it can't fail. You must have it in order to make the most of your bicycle.

*Write for Catalog*

**CORBIN SCREW CORPORATION**

American Hardware Corporation, Successor

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**Corbin Control Means Safety Assured**

### **Certificates Awarded**

James Paul, riding 6288 miles in 1918.

W. J. Hampshire, riding 6440 miles in 1918.

F. M. Sanborn, riding record Hagerstown to Baltimore, Md.

James Paul, riding record New York to Atlantic City, N. J.

Vito Cestone, riding record New York to Atlantic City, N. J.

Again the fact that so many of the members who usually ride mileage were in the Service is excuse for the small list and small mileage reported. The Chairman anticipates a very active year and already valuable trophies have been donated for special endeavors.

Submitted by,

SYLVAIN SEGAL,

New York City.

**American Bicycles make a record.**—The latest statistics regarding shipment of bicycles overseas show that a total of 24,875 military bicycles were shipped abroad, every wheel sent reaching France O. K. Of this total 23,625 bore the Columbia nameplate and were manufactured, at the West-

field factory. Reports from returning soldiers show that these sturdy American built wheels stood the test in a wonderful fashion. Despite the rough treatment which was, of course, afforded these machines they held up very well and gave their riders little trouble.

—○—

**Massachusetts leads.**—The membership totals in the F. A. M. shows Massachusetts in the lead. The leading three are:—Massachusetts, 309; New York, 266; Pennsylvania, 108.

—○—

But to some, all the wheatless, meatless and heatless days brought on by the war will seem as nothing to the drinkless days occasioned by the prohibition amendment.

—○—

**Terry Andrae** of Milwaukee gave us a call last month and proved himself to be the same genial comrade that he was in the early days of the wheel. He is very much interested in the L. A. W. and has done good service for it among the Wisconsin wheelmen.

—○—

**Jack Shillington Prince**, former cyclist and now track builder and promoter, has branched out into a new occupation. Jack opened up a boxing club at San Bernardino, Cal., and from reports he is doing finely. Jack was very quick with his feet and now he is going to perform fast work with his fists.

—○—

Since 800 automobiles were stolen in Boston last year it looks as if it were unsafe to let one wander unleashed even so far as around the corner of the first block.

—○—

**Our Youngest Member.**—Ex-President of the L. A. W., Fred Atwater, of Bridgeport, Conn., has entered his grandson, Joel Cabot Goldthwait, as a member of the L. A. W. The young man is three months old and we may all look for him on a bicycle before many years. He brings his father along with him, probably to keep him out of danger in the early stages of his cycling career. There is no age limit in the L. A. W. Constitution and it may be that in years to come we may have a "Baby Division." Fly swift around ye wheels of time, and bring the welcome day.





# Columbia

## Bicycle

Forty years ago Columbia Bicycles — the first American-made bicycles — were put upon the market.

They were given a very cordial reception. They introduced, even in those pioneering days, the highest ideals of construction excellence.

Almost overnight, they leaped into popular favor — a popularity which, as the years have come and gone, has become nation-wide — universal.

Today, Columbia Bicycles, developed and improved through two generations of constantly striving for perfection, are recognized as Standard of the World.

They represent the utmost in durability, strength, service, ease and comfort, trimness of design, snappiness of appearance.

And there is in the 1919 line a model for every man, woman, boy, or girl — a model to meet every individual requirement, every fixed price limitation.

Described and pictured in the 1919 Columbia Catalog.

Sent anywhere on request.

**Westfield Manufacturing Company**

Dept. 22      WESTFIELD, MASS.

**Willis Farrington.**—It came to the members of the Boston Bicycle Club with a great deal of surprise at the annual dinner that Willis Farrington died Oct. 10 last. He was one of the earliest riders of the wheel and was one of the Founders of the Boston Bi Club and also of the L. A. W., at Newport. He was associated in business with the late Paul Butler, who died in September. They were very close friends and parted from the rest of us very nearly together. He was one of the good fellows of cycling and universally liked. Father Time is making many vacant places among cycling friends.

---

**Dr. Clarence J. Blake**, life member No. 355 of the L.A.W., and one of Boston's representative physicians and surgeons, who had been especially prominent in the field of otology, died Jan. 29th at his home at 226 Marlboro Street, following a brief illness, at the age of nearly seventy-six years, which he would have reached Feb. 23. He was born in Boston in 1843, the son of John Harrison Blake and Sarah Anna (Howe) Blake. He received his education at the Roxbury Latin School and the Lawrence Scientific School, Harvard, and his M. D. degree from Harvard Medical School in 1865. He then went abroad for study, remaining for four years. While abroad, the University of Vienna conferred upon Dr. Blake an O. M. degree.

He was fond of out-door sports and took to bicycling in 1890 and at once joined the League.

---

**Henry Lowell Hiscock**, L. A. W. member No. 130, died suddenly on the train at Denver, Col., on Feb. 8 last. He became a member of the L. A. W. on July 2, 1884. He was an active member of the Massachusetts Bicycle Club and up to the last an interested and enthusiastic member of the League. He was in the insurance business in Boston. He stood for one of our earliest members and was ever ready to lend a hand to promote cycling in all its aspects.

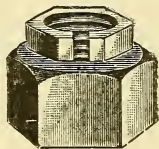
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**Charles G. Allen** of Providence, R. I., a veteran of the wheel, has just celebrated his 70th birthday. The anniversary event not in the least interfered with his business and he was at work bright and early as caretaker of a cellroom in a police station. Mr. Allen was, way back in 1869, a champion velocipedist. He participated in many events in other days and gave innumerable exhibitions of fancy riding.

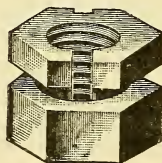


## “The Cheapest Life Insurance”

as what **COLUMBIA LOCK NUTS** have been termed by one who knows their value. Use will demonstrate that the description was not misapplied.



REGULAR



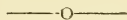
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**Not like other nuts, they will NOT shake loose.**

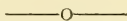
No cotter pins or other devices needed. Made in all sizes and threads. Send us size of bolt you had to tighten that nut on yesterday. We will fit a Columbia Nut to it—FREE. A booklet with prices mailed on application.

**COLUMBIA NUT & BOLT CO., Inc., Bridgeport, Conn.**

**Born in March.**—St. Patrick, Andrew Jackson, James Madison, Grover Cleveland and Esstee were born in March. We sadly miss the others.



Women are difficult to understand because they never try to make themselves plain.



### FROM THE PRESIDENT

**To the Members of the L. A. W.:**

It is gratifying to receive advices from the Secretary-Treasurer of the increase in the membership of our grand old organization, and to your President it is a pleasure to see among the names those who in years past were influential in the L. A. W.

New Haven, Conn., has been stirred up by past President Atwater with the result that fourteen new members are now enrolled with us.

I hope that the good work will go on so that each month it can be reported in the Official Bulletin the number of new members who have joined our ranks during the month, and I again ask that members interest their friends, both new and old riders and former members to join with us.

At the 41st annual dinner of the Boston Bicycle Club the majority of those present were L. A. W. members, and old times were recalled and gray heads entered into the spirit of the occasion in the same way they did years long gone by when the organization was in its prime.

Members from far away Philadelphia and New York were present, and it is to their credit that they dropped business cares to get together once more around the festive board.

Kind Providence has given us in most parts of the country a wonderful winter, and has permitted those who desire an opportunity to ride almost every day since the winter started in. Up in this corner of the United States there has been no time, except a very few days, when one would be obliged to put his wheel in the rack.

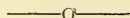
While it is perhaps too early to bring to the attention of the members the fact that the National Assembly will be held in Boston in September and to be followed by the annual W.A.T.H., yet your President wishes to keep before the members the fact that it is coming, and he hopes this year we will have a very large attendance both at the Assembly and the run of two days, and in the lobby of the

Tavern get together in front of the fireplace and talk of the good old times that are now but a memory.

Fraternally,

ELMER G. WHITNEY, President.

Dover, N. H., Feb. 13, 1919.



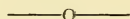
### NATIONAL ASSEMBLY DELEGATES

It has become customary in the L. A. W., when there have been but single nominations for representatives to the National Assembly, in order to avoid the expense and trouble of a mail election, for the president to declare the election of the candidates named.

Following this precedent, therefore, and by virtue of the authority vested in me as President of the League of American Wheelmen, I hereby declare the several candidates who have been nominated to be duly elected, and I add to this a most earnest invitation to every delegate to attend the next National Assembly, which will be held in Boston, Mass., Sept. 11, 1919.

ELMER G. WHITNEY, President.

Dover, N. H., January 29, 1919.



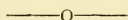
### NEW MEMBERS—18

The following new members of the L. A. W. have been enrolled since the last issue:—

- 1055—George C. Ulrich, Philadelphia, Pa.
- 1056—Chas. E. Larom, New Haven, Conn.
- 1057—Thomas M. Gallagher, New Haven, Conn.
- 1058—Dr. Daniel A. Jones, New Haven, Conn.
- 1059—D. B. Bullard, Bridgeport, Conn.
- 1060—Frederick W. Post, Bridgeport, Conn.
- 1061—W. P. Case, Bridgeport, Conn.
- 1062—Harry Elliott, Bridgeport, Conn.
- 1063—W. S. Mills, Bridgeport, Conn.
- 1064—Joseph H. Rowland, Bridgeport, Conn.
- 1065—Thomas J. Kilpatrick, Ansonia, Conn.
- 1066—Frank Soule—New Milford, Conn.
- 1067—Harry D. Kelsey, Boston, Mass.
- 1068—Eugene F. Russell, Longmeadow, Mass.
- 1069—H. T. Palmer Fields, Newark, N. J.
- 1070—Joel Addison Goldthwait, Boston, Mass.
- 1071—Joel Cabot Goldthwait, Boston, Mass.
- 1072—John Cornell, Philadelphia, Pa.



**Made in Germany.**—A correspondent of the "Manchester Guardian" (England) gives a good idea of the German-made bicycle as produced during the later stages of the war. "I have been looking at a Boche bicycle left behind in a village just to the rear of the last outpost line of all, where the fighting ceased just a week ago as I write. It is a curious testimony to the straits in which Germany found herself and the ingenuity that was applied to make good the shortage of raw material. There is not a scrap of rubber or leather anywhere on the complete machine. The absence of rubber tires is the most noticeable deficiency. This has been more or less overcome by spring tires—two complete flat tires of metal, about two inches wide, to each wheel, and joined together by a number of spiral springs running round the wheel. The seat looks like very strong canvas, but is, I believe, paper. Even the tool-bag is made of thin metal painted to look like leather. The pedal grips were not of the 'rat-trap' type. At a glance they looked very like the usual rubber grips, but a closer view showed that they were just blocks of wood. There were two brakes—a front tire brake like the old tire brakes of twenty or so years ago, and a back-peddalling rim brake of metal."



**True Boston English.**—A very good friend of ours who lives in Brooklyn has sent us a lift from a New York paper and seriously inquires if they really talk that way in Boston. Why, certainly! Beautiful speech is Boston's identifying social distinction. The true Bostonian avoids slang and will not listen to rag time. Although the language in the item may be unintelligible to the New Yorker it is perfectly plain to the Bostonian:—

The motorist was a stranger in Boston's streets. It was evening. A man approached.

"Sir," said he, "your beacon has ceased its functions."

"What?" gasped the astonished driver.

"Your illuminator, I say, is shrouded in unmitigated oblivion."

"I don't quite——"

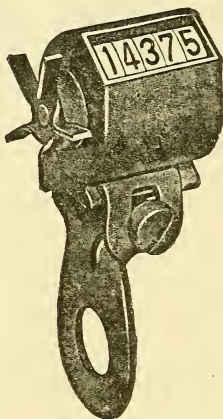
"The effulgence of your irradiator has evanesced."

"My dear fellow, I——"

"The transersal ether oscillations in your incandenser have been discontinued."

Just then a little newsboy came over and said: "Say, mister, yer lamp's out!"

# Veeder Cyclometer for Bicycles



*Simplicity*

*Accuracy*

Registers 9999.9 miles and repeats. Dust and waterproof. Figures large enough to be read from saddle. Price \$1.25.

## Veeder Trip Cyclometer

With an extra dial which can be set back to zero to register the mileage of each trip. Price \$2.50.

## Veeder Motorcycle Trip Cyclometer

Made stronger than the regular bicycle cyclometer and is designed to withstand the harder usage due to the high speed of motorcycles. Price \$3.00.

## Veeder Odometer

To register mileage of automobiles and horse-drawn vehicles.

We guarantee Veeder Cyclometers and Odometers for one year against imperfections in materials or workmanship.

Complete descriptive catalogue sent on request.

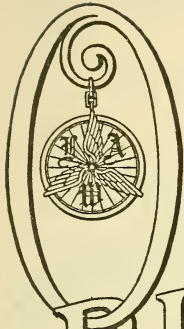
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**OFFICIAL  
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AND SCRAP BOOK  
OF THE  
LEAGUE OF AMERICAN WHEELMEN**

PUBLISHED MONTHLY

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**APRIL, 1919**

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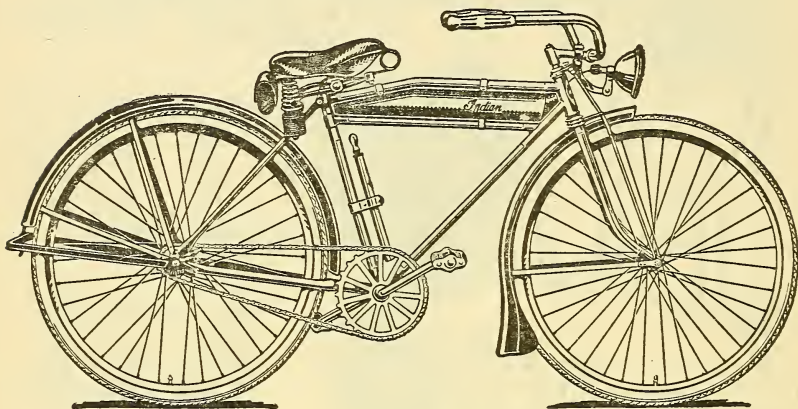
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or for yourself—it makes no difference for you will want an electrically equipped

## INDIAN BICYCLE

With its motorcycle lines, Indian tank battery container, coaster brake, double forks, long-braced handlebars, electric light, and large reflector it represents the biggest bicycle value in the world.

Or if it's a daughter or wife who desires to enjoy healthful out-of-door sport, there are models in the Indian line which give the same great value.

The electrically equipped model is priced at \$45—  
Ten other models ranging in price from \$26 to \$45.

HENDEE MANUFACTURING COMPANY

LARGEST MOTORCYCLE MANUFACTURERS  
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SPRINGFIELD, MASS.

# OFFICIAL BULLETIN

AND SCRAP BOOK OF  
THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - - EDITOR  
105 Central Avenue, Newtonville, Mass.

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## ADVERTISING RATES

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Entered as Second Class Matter, January 15, 1914, at the Post Office, at Boston, Mass.,  
under the Act of Congress, March 3, 1879.

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Vol. 17. No. 4.

APRIL, 1919.

5 Cents

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**April is came!** When April sobs till the tubers tube;  
when the robins rob and the bluebirds blube, then youth  
must sing, for sprung is spring.

—○—

**When bud the oaks** and the wild goose honks, when the  
crocus croaks and the jonquil jonks, then the earth grows  
young, for spring is sprung.

—○—

**Before Mr. Ford**, who has done more than any other one  
man to fill up the highways with vehicles, puts a still much  
cheaper car on the market, shouldn't he offer to make a sub-  
stantial contribution toward a fund for broadening the turn-  
pikes of the land?

—○—

**We are getting** away from the abstract into the concrete.  
Uplift work for women today means running an elevator.

—○—

**With a \$250 flivverette** on the way, doubtless a lot of cy-  
clers will come back and we may have a League of flivver-  
men.

—○—

**The doctors say** that garden spading is as good exercise  
as bicycling, but it will be hard to convince some men that  
that the statement is true.

—○—

**"I've got a watch that strikes."**  
**"Mine has quit working, too."**

—○—

**Headline**—"How to make your income tax return." But  
we would prefer to know how to avoid sending it, in the first  
place.



**Old Timers' Dinner.**—The second yearly dinner of the Old Timers was held at Hotel Martinique, New York, on Feb. 21. There were twelve present and of these seven were members of the L. A. W. Those at table were Ex. Vice President of the L. A. W., George R. Bidwell, Vice President Wm. M. Frisbie, Ex Vice President George C. Pennell, Ex Vice President Thomas F. Sheridan, Henry Crowther, Wm. W. Share, Arthur A. Zimmerman, of racing fame, Joe McDermott, his trainer and starter in the old-time racing days, Charles C. Ryder, Jabez C. Howard, Mr. Stevens and Mr. Doddridge, whistler.

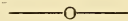
A very good dinner was served, after which Chairman Bidwell called on the boys to give a little talk on old times. Mr. Bidwell told of the activities of the L. A. W. in starting the movement for good roads. Mr. Ryder spoke for Boston and assured the gathering that the interests of wheeling were still alive in the Hub. Mr. Pennell told of some of the early day experiences in League affairs.

Several letters and telegrams were received from those who wished they were there.

Mr. Doddridge favored the party with a fine whistling solo.

Among other matters that came up for action was the advisability of holding the Old Time Dinner at this time of the year. After getting the views of those present, it was the sense of the meeting that it would be better to hold it at the time of the L. A. W. meeting in Boston in Sept. and then take in the W. A. T. H. All expressed their intentions of being at the next meeting in September.

Mr. Sheridan, one of the Old Timers, rejoined the L. A. W. after a strong appeal had been made for the L. A. W. by First Vice President Frisbie.

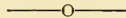


**Esstee's Birthday.**—It was Esstee's 74th birthday on Monday, March 10th, and there were gathered at Marliave's, representatives of the Boston Bi Club, the Newton Bi Club and the Monday Club in recognition of the event. It was just an eat and a greet. There were no speeches but a great deal of congratulatory talk. The "Old Man" was the object of much pleasant conversation and he did his best to show his appreciation of the courtesy shown him. He was not the oldest man present for Charlie Reed is 78 and still young.

**Twenty-five Years Ago.**—League headquarters were in Boston twenty-five years ago, in April, but the Official Bulletin was being published in Chicago. The present Secretary was Editor of the O. B. but in April he was getting ready to follow the organ and was editing at "arms length." In April, the Secretary went temporarily to Chicago to settle a controversy with the Postal authorities regarding the entry of the O. B. to 2d class postal rates, and from Chicago he went to Detroit, where with Charles F. Cossum he settled an election dispute with the Division officers. Preparations were being made for the League Meet at Denver. Sterling Elliott was running the Good Roads Magazine, having succeeded Mr. I. B. Potter as editor. The Assembly met in February at Louisville, Ky., and among other things excluded all but white people from the L. A. W. The membership total was 36979 which included 915 ladies. The income of the League was \$51,957.44 and there were enrolled 251 League Clubs. It was at the Louisville Assembly that the Secretary made a speech which called forth more applause than any which he had made before or since. He will make bold to reproduce it now, since it is very short.

"The members of the Kentucky Division have placed in my care 200 bottles of Kentucky whiskey, fourteen years old. They have asked me to distribute it to the visiting wheelmen and to retain two bottles for my own use. I will do so."

Those were grand times in many ways, and in others not so satisfactory. The removal to Chicago was not popular and the headquarters remained in the West but a single year. The Secretary has edited the organ in Boston, Philadelphia, Chicago, New York, Cincinnati. It now seems to be at rest.



**Frederick Gilbert Bourne**, financier and yachtsman, died on Sunday, March 9th, at his country home at Oakdale, Long Island. Mr. Bourne, who was commodore of the New York Yacht Club, was a member of the syndicate which built a defender for the America's Cup in 1914 before the races were postponed on account of the war.

He was a wheelman from the first. Was a member of the Manhattan Bicycle Club of New York City, and joined the L. A. W. on Oct. 16, 1880. In recent years he has held number 15. He came to the L. A. W. as a member of his



**Make this Your Best Bicycling Season**  
 You can do it by insuring smooth, reliable, quick control of your mount at all times through the  
**Corbin Duplex Coaster Brake**  
 Corbin strength and sureness of action protect you everywhere--give you more pleasure, more comfort, more fun. What's more, the Corbin brake is backed by a \$10,000,000 organization--your guarantee of perfect quality.  
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 206 High Street New Britain, Conn.



**Corbin Control  
 Means  
 Safety Assured**

club and among those who joined in the same group were S. Conant Foster and Fred Jenkins. His death takes from us the last remaining one of the group of 20 who joined on Oct. 16, 1880.

In early life he was an assistant in the Lenox Library and a singer in the choir of a prominent church in New York. President Clark of the Singer Sewing Machine Company became interested in him and gave him a situation in the company. He rose to be President of the company and has been rated as a multi-millionaire. It was as a sportsman that he was best known. He served three years as commodore of the New York Yacht Club, succeeding Lewis Cass Ledyard in 1903, and had maintained several fast motor and sailing craft. He formerly was an ardent horseman, but upon the advent of the automobile he turned his attention to racing cars, importing an \$18,000 machine from Germany, when the sport was yet young. He was a director of many corporations and a member of several clubs and other organizations. Mr. Bourne, besides his beautiful estate at

Oakdale, L. I., had a \$400,000 home on Dark Island in the Thousand Islands. This he built as a surprise to his wife who had expressed a wish for a cottage there.

---

**Philip W. Westlake** of Bridgeport, Conn., died Feb. 18th. In the days when cycling was more popular than it is now he was an enthusiastic worker for the cause. For many years he was Chief Consul of Conn. and also President of the Bridgeport Wheel Club. He was present at the Old Timers' dinner in New York City in 1918 and seemed to have kept the jovial disposition of his earlier years. A son, William A., two sisters, Mrs. J. H. Vanstone of Bridgeport, Mrs. Anna Hapeman of Scranton, Pa., and a brother, Judge Robert Westlake, also of Scranton, survive him.

---

**Best Time on Record.**—The records given below were compiled by Richard F. Kelsey of the National Cycling Association:—

Fastest mile in competition, 1.06 1-5 by R. A. Walthour, Charles River Park, May 31, 1904. At same meet he made a record from 4 miles up to 30 miles, doing the 30 miles in 33m. 52 3-5 sec.

Charles River Park, Sept. 1, 1905.—H. Caldwell made a record from 31 miles up to 50 miles. Time for 50 miles, 59 m. 59 sec. Same place, Sept. 8, 1904, Caldwell made 100 miles in 2 h. 48 m. 11 4-5 sec.

Championships, Amateur.—1-4, 1-3, 1-2, 2 miles, 5 miles—Gus Lang, at Newark, N. J. One mile, Joseph Palmier, New York City.

The records do not seem to be fresh from the making, but they are the best ever.

---

**Nat Butler**, manager of the Revere Beach Cycle Track, writes that he will not try to open his track until Decoration Day, May 30, unless a very warm spring hits the Bay State. Nat says he has some minor repairs to make to his track, but that the carpenters should be finished by April 1.

---

**North Side Cycling Club.**—The N. S. C. C. of Milwaukee has elected the following officers for the ensuing year:—President, Louis Pierron; Vice President, J. W. Warnken; Secretary, Emil A. Schueppert; Treasurer, Otto J. Tank.

# A REVOLUTION IN MOTOR CARS

## YOU CAN SAVE \$100 TO \$300 PER CAR

In order to secure immediate wide  
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### NEW CHAMPION CARS

(Introducing 1920 Models simultaneously in as  
many sections of the country as possible)

## THE DIRECT DRIVE MOTOR COMPANY

WILL MAKE TO THE

### FIRST PURCHASERS

A Special Discount from the following  
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	List Price
50 H.P. Six-Cylinder Tourist or Roadster	\$1195
40 H.P. Four-Cylinder Tourist. . . .	995
40 H.P. Half-Ton Commercial Car . . .	950
116-inch Wheelbase	
32 in. x 3½ in. x 4 in. Demountable Wheels	
All Cars Completely <b>Equipped</b> —Electric Lights and Starter	

### THESE SPECIFICATIONS SPEAK FOR THEMSELVES

**Compare with any other Cars at the price**

(This offer is made for a limited time only.) Good Agents  
wanted in unoccupied territory.—write for particulars.

The First Car in America (1892) was built by interests now associated  
with this company. Twenty-seven years' experience back of these cars.

# DIRECT DRIVE MOTOR COMPANY

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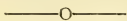
Land Title Building, Philadelphia, Pa.

MAIN FACTORY

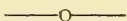
Pottstown, Pa.



For Directors, during the coming year, the Club selected the following: Fred H. Pieper, three years; Henry O. Stenzel, two years; and Simon Goerke, one year. Road Officers: captain, William A. Zealley; first lieutenant, Frank V. Johnson; and second lieutenant, Arthur Scheffler. The annual road race of the Club will be held on June 1. Louis Pierron, the President, is Life Member of the League with number 431. He has been a rider of the wheel since his first mount, a velocipede in the days of long ago. He mounted a bicycle in 1879. He joined the L. A. W. in 1892. He has held about every office, including that of Chief Consul of the Wisconsin Division, and was one of the organizers of the North Side Club in 1892. He published *The Bulletin Board* and *The Pneumatic*, both cycling papers, the former as a club organ and the latter a State paper, long conducted by Martin C. Rotier. He is regarded in Milwaukee as the Grand Old Man of Western cycling.



**Rhode Island Wheelmen.**—The annual reunion of the R. I. W. was held at the Narragansett Hotel in Providence on March 8th. 135 former members of the State's oldest and largest cycling organization were at table. Previous to the dinner hour there was the customary handshaking and greetings among those present. While there was entertainment of various sorts the feature of the evening was a general and hearty chorus singing, under the leadership of John B. Archer.



**Jack George's Records.**—Jack George was at one time a member of the Century Wheelmen of Philadelphia. In the summer of 1895 a little band of twenty-six members of the Century Wheelmen assembled on the pier at New York and sailed for Queenstown, fully equipped for light traveling. All the men rode wheels which were very light. In fact the wheels built that year were, for the most part, the lightest ever put together no matter what the make.

George's mount was a Sterling, and, as the makers used to advertise it, it was "built like a watch." It weighed about nineteen pounds. The party rode through Ireland, England, Holland, Germany and Switzerland. They were absent nearly three months.

The next year, 1896, George made his wonderful consecutive century records. On the first stretch he rode thirty con-



# Columbia

## Bicycle

Forty years ago Columbia Bicycles — the first American-made bicycles — were put upon the market.

They were given a very cordial reception. They introduced, even in those pioneering days, the highest ideals of construction excellence.

Almost overnight, they leaped into popular favor — a popularity which, as the years have come and gone, has become nation-wide — universal.

Today, Columbia Bicycles, developed and improved through two generations of constantly striving for perfection, are recognized as Standard of the World.

They represent the utmost in durability, strength, service, ease and comfort, trimness of design, snappiness of appearance.

And there is in the 1919 line a model for every man, woman, boy, or girl — a model to meet every individual requirement, every fixed price limitation.

Described and pictured in the 1919 Columbia Catalog.

Sent anywhere on request.

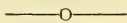
**Westfield Manufacturing Company**

Dept. 22      WESTFIELD, MASS.

secutive days and piled up thirty-nine century runs. Then after a short rest of a few weeks, he attempted a more ambitious performance, and in sixty days of consecutive riding he turned in seventy centuries. For the entire year his mileage was more than 21,000 miles.

The next year he accepted the agency for the Wolfe-American wheel and while attending to the business of the branch managed to pile up the enormous record of 32,479 miles. With his mileage for the previous year this amounted to more than 53,000 miles.

Jack George rarely bestrides a bicycle nowadays. He leaves that to the younger generation, but they are slow to take it up.



**To the Members of the L. A. W.**—Have you ever stopped to think what the L. A. W. has done for this Country?

Who started the Good Roads,—miles of which we can ride on with pleasure and ease either with a Bicycle or Automobile?

There was a time when you and some 120,000 others were members and all were loud in talking of the good it was doing.

But those were the days of sport; but as time went on the Bicycle became a back number as a sport and the Automobile took its place.

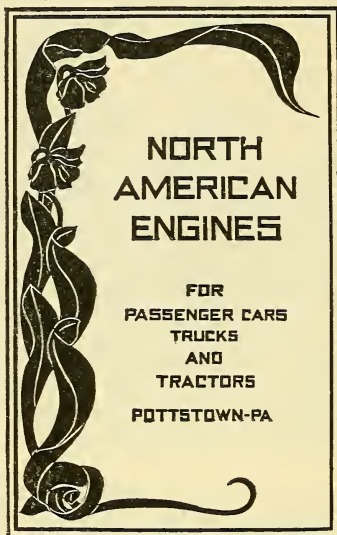
I regret that the L. A. W. did not grasp the opportunity and corral the Autoist in the L. A. W. and become what, or more than, the A. A. A. is today.

But the Bicycle is not dead by any means and makers of Bicycles tell us that they are building more wheels today than ever.

Now that a new generation is coming along they should know what the Pioneers did and become members of the good old L. A. W. and get good returns for their money.

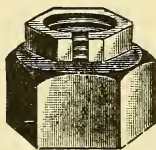
Another thing there are men today that did belong to the L. A. W. that dropped out when the wheel passed out as a sport, but the good old L. A. W. did not pass away as many are led to think. It is still a good healthy child and should grow to a man again. All that is needed is a little encouragement from the Daddies of the Boys who are riding the wheel today.

There are few associations that exist today that keep up the old friendships and for the good old days' sake keep up their membership in the old L. A. W.

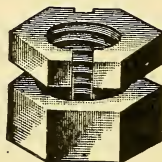


## “The Cheapest Life Insurance”

is what **COLUMBIA LOCK NUTS** have been termed by one who knows their value. Use will demonstrate that the description was not misapplied.



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**IMPROVED**

**Not like other nuts, they will NOT shake loose.**

No cotter pins or other devices needed. Made in all sizes and threads. Send us size of bolt you had to tighten that nut on yesterday. We will fit a Columbia Nut to it—**FREE**. A booklet with prices mailed on application.

**COLUMBIA NUT & BOLT CO., Inc., Bridgeport, Conn.**

There was held in New Haven, Conn., on the 24th of January a meeting of the N. H. B. C. V. A. and at that meeting our good old war horse Ex-President Atwater brought out the case so clear that 14 men who had been members years ago signed applications to become members again. No doubt there are other Old Clubs that could do the same thing and we could revive the interest and good work that the L. A. W. could do again.

To the Old members I would ask that you think this over and see if you could not get some new member for the good old time sake and gladden the heart of Old Abbot Bassett, who has and is giving his time and life for such an old Organization as the L. A. W. Do I hear the application coming in? I think so.

Yours truly,

W. M. Frisbie,  
1st Vice-President.

—○—  
NOMINATING COMMITTEE

The election of L. A. W. officers will take place by mail vote in August and at the National Assembly to be held September 11 in Boston. I have appointed the following Nominating Committee to present a list of candidates for the several offices that are to be filled:

Robert T. Kingsbury, Keene, N. H.

Fred Atwater, Bridgeport, Conn.

W. L. Lockhart, Philadelphia, Pa.

The first named member will act as chairman.

Yours fraternally,

E. G. Whitney.

—○—  
NEW MEMBERS

The following new members of the L. A. W. have been enrolled since the last issue:—

1073—Thomas F. Sheridan, Chicago, Ill.

1074—W. T. Farwell, Jr., New York City.

—○—  
**Low-priced Riding.**—According to the latest census, there are now 2,900,000 bicycles in use in the United States. Eighty-six per cent of these owners, or 2,494,000 cyclists, use their wheels for riding to and from their places of employment, a far-reaching and most exhaustive questionnaire



# The League of American Wheelmen

Organized May 31, 1880

An organization to promote the general interests of cycling, to ascertain, defend and protect the rights of wheelmen; and to secure improvement in the condition of the public roads and highways.

We invite men of good character to join us in prosecuting the good work we have undertaken.

## OFFICERS FOR 1918—1919

President, Elmer G. Whitney, Dover, N.H.; 1st Vice-President, Wm. M. Frisbie, Ozone Park, N.Y.; 2nd Vice-President, Josiah S. Dean, 60 State Street, Boston; Secretary-Treasurer and Editor of Publications, Abbot Bassett, 105 Central Avenue, Newtonville, Mass.; Auditor, Augustus Nickerson, 131 State Street, Boston, Mass.

## APPLICATION FOR MEMBERSHIP

**ABBOT BASSETT, Secretary L. A. W.**

DEAR SIR:—Enclosed find the sum of ONE DOLLAR, of which seventy five cents is for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the Official Bulletin, and request that he enter my name as a subscriber to same for one year.

Name, .....

Street, .....

City and State, .....

References, .....

Address all applications for membership and all communications to L. A. W. Headquarters

**ABBOT BASSETT, Secretary-Treasurer**

**105 Central Ave., Newtonville, Mass.**

showing that only 14 per cent use their bicycles exclusively for pleasure.

It is not unreasonable to suppose that each of these 2,494,000 owners, using their bicycles in their work, save at least 10 cents a day, \$2.60 a month, or \$31.20 a year in street car fare, which means an annual saving to the American workingmen a wheel of \$77,712,800—a sum sufficient to keep thousands of homes warm and thousands of mouths fed in these days of soaring prices for fuel and food.

—o—

“So Si Higgins is gittin’ a divorce from his wife. What’s the trouble?”

“Incompatibility of temperature, I believe. Si wanted the bedroom winder shut nights and she didn’t.”

—o—

The man who declared that he could resist everything but temptation has come out with a new saying, viz., that he wouldn’t mind obstacles if they didn’t get in his way.

“Are you going to pay me that bill?”

“Not just yet.”

“If you don’t I’ll tell your other creditors that you have paid me.”

—o—

“What’s come over the girls nowadays; they don’t seem to want to marry.”

“Perhaps they think: Where singleness is bliss, ’tis folly to be wives.”

—o—

Nixon—I don’t know what’s the matter with our furnace; it doesn’t heat the house at all.

Homer—Does it draw all right?

Nixon—Well, I guess yes. It draws about seven-eighths of my salary every week.

—o—

“So your wife has stopped bothering you for an automobile.”

“Yes; I tipped off a seer she patronizes to warn her against ever riding in one.”

—o—

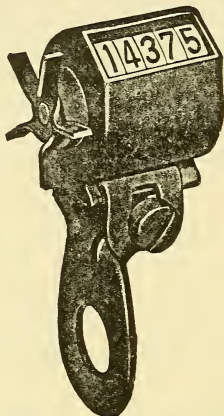
“Tried your new auto yet?”

“Yes; had a fine ride.”

“Go fast?”

“Not so fast as the cop. That’s where the ‘fine’ came in.”

# Veeder Cyclometer for Bicycles



*Simplicity*

*Accuracy*

Registers 9999.9 miles and repeats. Dust and waterproof. Figures large enough to be read from saddle. Price \$1.25.

## Veeder Trip Cyclometer

With an extra dial which can be set back to zero to register the mileage of each trip. Price \$2.50.

## Veeder Motorcycle Trip Cyclometer

Made stronger than the regular bicycle cyclometer and is designed to withstand the harder usage due to the high speed of motorcycles. Price \$3.00.

## Veeder Odometer

To register mileage of automobiles and horse-drawn vehicles.

We guarantee Veeder Cyclometers and Odometers for one year against imperfections in materials or workmanship.

Complete descriptive catalogue sent on request.

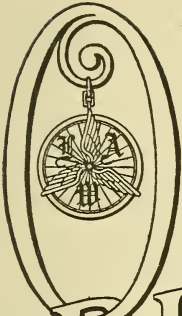
## The Veeder Manufacturing Co.

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**OFFICIAL  
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AND SCRAP BOOK  
OF THE  
LEAGUE OF AMERICAN WHEELMEN**

PUBLISHED MONTHLY

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**MAY, 1919**

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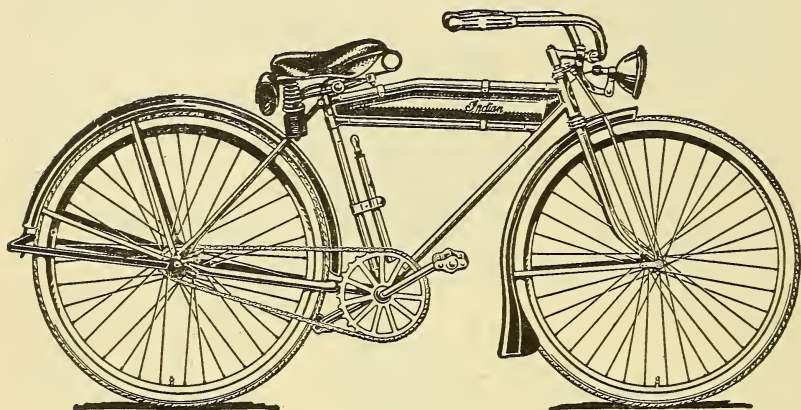
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or for yourself—it makes no difference for you will want an electrically equipped

## INDIAN BICYCLE

With its motorcycle lines, Indian tank battery container, coaster brake, double forks, long-braced handlebars, electric light, and large reflector it represents the biggest bicycle value in the world.

Or if it's a daughter or wife who desires to enjoy healthful out-of-door sport, there are models in the Indian line which give the same great value.

The electrically equipped model is priced at \$45—

Ten other models ranging in price from \$26 to \$45.

HENDEE MANUFACTURING COMPANY

LARGEST MOTORCYCLE MANUFACTURERS  
IN THE WORLD

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SPRINGFIELD, MASS.



# OFFICIAL BULLETIN

AND SCRAP BOOK OF  
THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - - EDITOR

105 Central Avenue, Newtonville, Mass.

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## ADVERTISING RATES

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insertion \$1.00 an inch

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under the Act of Congress, March 3, 1879.

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Vol. 17. No. 5.

MAY, 1919.

5 Cents

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**May in the Olden Time.**—The following extracts from Pepys' Diary may be in order:

April 30, 1667. My wife away down to Woolwich, in order to a little ayre, and to lie there, and so to gather May-dew tomorrow morning, which Miss Turner has told her is the only thing to wash her face with. I by water to Foxhall, and then walked in Spring Garden. May 1—To Westminster, in the way meeting many milk maids with their garlands on their pails, dancing with a fiddler before them, and saw pretty Nelly (Nell Gwynne) standing at her lodgings' door in Drury Lane, looking upon me.

—○—

**Born in May.**—Those who forecast the future say that the man born in May will be handsome and amiable. The lady will be handsome, witty and wise. Horace Mann and Queen Victoria, Ralph Waldo Emerson and Julia Ward Howe were born in May.

—○—

"Why did you get rid of your parrot? Did it talk too much?"

"No; I could stand its talk, but it was learning to imitate our neighbor's honking flivver." Can we blame him?

—○—

**Milwaukee** is planning a race meet for bicycle week on May 10.

—○—

**The Century Road Club of America** will hold the annual Hudson County Boulevard bicycle handicap race on Sunday morning, May 11. A large valuable list of prizes will be secured from the United Cycle Trade Directorate and many other prizes from manufacturers and dealers.

A bicycle club for girls is being organized at Holyoke, Mass., by Miss Lind, physical director at the Girls High School.

—○—

The next National Cycle Show will probably be held in Chicago in November or early December of this year.

—○—

And even the "Stein Song" will be prohibited, and likewise "The Little Brown Jug" will exist uncorked.

—○—

National Bicycle Week will occur May 3rd to 10th, this year. National Bicycle Week has come to be an accepted institution both by the bicycle trade and by the general public. Truly it might better be called International Bicycle Week for Canada joins with the United States in this celebration.

What will be doing during National Bicycle Week? For one thing, a \$10,000 newspaper advertising campaign will be conducted from U. C. T. D. headquarters. For another thing, Bicycle Manufacturers, Tire Manufacturers and Coaster Brake Manufacturers will advertise it in National Magazines such as the Saturday Evening Post and American Boy, along with their own advertising. Boy Scout Organizations will conduct contests, races will be run by riding clubs, by dealers, by dealers' associations. Parades will be conducted. Newspaper advertising and publicity will shout for the Bicycle as never before.

—○—

L. J. Berger who has, for many years, been writing bicycle news and editorials, is just now editor of The Western Highways Builder at Los Angeles, Calif.

—○—

Dr. Robert William Southwell.—Died at Somerville, Mass., April 10, Dr. Robert William Southwell, aged 65. In the early days of cycling he was largely interested in touring on the wheel and was actively interested in the touring trips to Cottage City, Cape Ann and other like outings. He rode a tandem and his wife was always his associate. One by one the old friends are leaving us and many of us have a feeling of lonesomeness when we think of those joy-laden days of the past when we were touring with congenial companions in the open.

**Dr. Horace Fletcher**, the originator of "Fletcherism," a system calling for the thorough mastication of food, died recently in Copenhagen, a victim of bronchitis. He was 70 years old. During the war he was a food economist for the commission for the relief of Belgium. Several years ago Dr. Fletcher as an experiment subsisted entirely on potatoes for nearly two months. He was a member of the L. A. W. for several years. In a letter to the Secretary he said: "I am warmly interested in the subject of good roads and the bicycle as vital influences in Sociology. I intend to make a wheeling tour this Autumn in Japan, over roads that I traversed in a kago, thirty-three years ago, long before the invention and introduction of the jinrikisha." In his book "Menticulture," he speaks very favorably of good roads and the bicycle.

---

**Wilson Ourish**, proprietor of the Grove Hall Garage, Roxbury, Mass., was killed instantly on March 23d when the machine in which he was bound for Barnstable with a family party of six overturned on the state road in Avon. Mr. Ourish was well known as a bicycle racer about 25 years ago. He was 49 years old, and married. He was born in Boston and was a graduate of English High school. During his days as a bicycle rider he set up, with his brother, a bicycle store in Dorchester. He later entered the automobile business and had been for a number of years proprietor of a garage at Grove Hall.

---

**Miss Gertrude M. Cobb**, of Canton, Mass., having become a member of the League, writes us that she is very glad to be a "Sister in L. A. W."

---

**The Federation of American Motorcyclists.**—Shall the F. A. M. live or die? This is the question that is being debated by the motorcycle press. It is argued that the riders do not take an interest in the organization. This was quite manifest when at the annual meeting of the Mass. Div. at Norumbega Park last fall, out of 1300 riders present only 21 attended the annual meeting and election of officers in the theater. It is claimed that the increase of dues to \$2 is a deterrent. It is claimed that the taking possession of the Federation by the Trade was not a popular move. And now the Trade is

**Power****Control**

Correctness of design, high grade materials and ample strength in every part assure the best combination of power and control in the

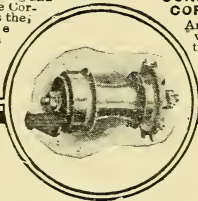
### **Corbin Duplex Coaster Brake**

With the Corbin brake you are sure, safe, comfortable. Slight backward pressure stops your bicycle slowly; harder pressure stops it instantly.

Write for catalog and learn why the Corbin Duplex is the best brake you can equip on your bicycle.

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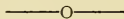
American Hardware Corporation, Successor  
206 High St.  
New Britain, Conn.



willing to withdraw and let the riders take hold once more. It would be unfortunate if the organization were given up. Irwin D. Allen, Treasurer of the F. A. M., says:

"If the riders want a governing body let them indicate the fact. If they do not want a governing body or refuse to support the Federation of American Motorcyclists and will make the fact known it will surrender its charter and quit.

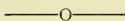
"It has been suggested that representatives of clubs form a governing body; but there are large clubs of more than one hundred members and there are small clubs of ten or fifteen, and it is necessary to work out a system of equal representation—but the majority of riders are not club members. Because of this it has therefore been suggested that representation on the governing body be individual and then you have an F. A. M. again."



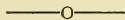
**The Women of Indiana.**—The bicycle fad has rejuvenated and the fad is becoming quite general in Fort Wayne, especially among the ladies.

Since the warm spring sunshine has again livened nature, it has become a common scene to see a woman riding a bicycle in the downtown streets and the number of women's bicycles seen everywhere in the city substantiates the statement that the bicycle fad will again be in vogue after many years of obscurity.

A well known local bicycle dealer stated this morning that the sales of ladies' bicycles this year has been far greater than the sale of men's bicycles. He also stated that he was forced to send in a rush order in order to supply the demand.—Ft. Wayne paper. Where the ladies lead the men are sure to follow. 'Twas ever thus.



**Two Old Timers on Old-Time Wheels.**—Wm. H. Cameron and F. J. Wenz, of St. Joseph, Mo., on Oct. 29 last celebrated the 25th anniversary of a Century Run made by the St. Joseph Cycle Club in 1893. Ten men participated in the run of 1893 and the century was made in 10 hours and 40 minutes. Six of the ten finished. Talking with a reporter, Wenz admitted that he and Cameron each still own one of those old-fashioned highwheel bicycle affairs that used to scare the horses of our forefathers. Unabashed by this confession, Wenz further stated that he and Cameron annually steal those soft-speaking, hard-dunning, queer-looking old relics out of their sheds and take a little ride, just for auld lang syne. On the last "dun," however, a policeman on the beat at which they made their start, threatened to take the entire outfit to the station. And on the anniversary of the old-time run, the two old timers rode their ordinary bicycles through the streets of St. Joseph and we can well believe that they attracted attention. Mr. Cameron has been a member of the National Assembly, representing Missouri for several years.



**Frank P. Sibley**, an old-time wheelman and member of the Boston Bicycle Club, has received a letter.

Mr. Frank P. Sibley,  
Boston Globe Correspondent,

My dear Mr. Sibley:

It gives me great pleasure to express on behalf of the American Expeditionary Forces my appreciation of the ser-



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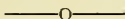
Pottstown, Pa.

vices you have rendered to the Army and to the public at home during your stay in France.

Your long service with the Twenty-sixth Division gave you exceptional opportunities for observing the battles in which New England troops were engaged and the development of the Division as one of the veteran units of the Army. You have written fully and intelligently about these matters for the benefit of the people of New England. You had the responsibility of keeping the people at home adequately and accurately informed, and you performed these duties in a highly satisfactory manner so that it may be said in no war has an army been supported by such a well-informed, intelligent public opinion.

With best wishes, believe me,

Sincerely yours,  
John J. Pershing.



**Riding Against a Gale.**—I was much pleased with your policy of keeping the columns of the Official Bulletin free from all references to the war. It was the only publication that reached me that afforded interesting and refreshing reading at the end of the day and did not continually remind me of the horrible catastrophe.

I am now entering upon my 27th year of active bicycling. I keep two bicycles in perfect condition and last year rode every working day in the year. I have an unbroken record so far this year. My mileage was 3983 and the only unusual incidents that I can recall were several days when a strong northwest gale kept the temperature down to 17 degrees below zero.

On another day the local weather bureau recorded the highest wind velocity in its forty odd years of existence. The wind blew over 100 miles an hour at times and the average velocity for a five-minute interval was 75 miles. It was all that I could do to stay on the wheel and signs, cornices, spouts, smokestacks and the like were sent sailing down the streets. On that same night several members of the St. Louis Cycling Club faced that western hurricane for 20 miles to Ballenis, Mo.

The daily use of the bicycle, even if for only short trips, keeps me in splendid physical condition. My work keeps me in the laboratory or walking about plants with apparently nothing to do, but, especially as during the stren-



# Columbia

## Bicycle

Forty years ago Columbia Bicycles — the first American-made bicycles — were put upon the market.

They were given a very cordial reception. They introduced, even in those pioneering days, the highest ideals of construction excellence.

Almost overnight, they leaped into popular favor — a popularity which, as the years have come and gone, has become nation-wide — universal.

Today, Columbia Bicycles, developed and improved through two generations of constantly striving for perfection, are recognized as Standard of the World.

They represent the utmost in durability, strength, service, ease and comfort, trimness of design, snappiness of appearance.

And there is in the 1919 line a model for every man, woman, boy, or girl — a model to meet every individual requirement, every fixed price limitation.

Described and pictured in the 1919 Columbia Catalog.

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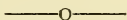
uous times during the past year or two, I have had to make quite a number of efficiency studies. I have made some of these by performing all sorts of hard manual labor for days at a time, and many of those who did not know me beheld my stamina with awestricken admiration. The bicycle, if correctly used, keeps every muscle in almost perfect condition.

It is a never ceasing source of regret to me that the great benefits and pleasures of bicycling are not far more widely appreciated in this country. It appears that the great majority of those now building and selling bicycles do not or can not ride them.

Until bicycles are made and sold by enthusiastic riders little progress can be expected in getting cycling into the sphere in which it rightfully belongs. Nowhere is the expert more in need than in selling a bicycle to a novice.

During the past year I have on occasion tried to impress upon enthusiastic riders the advisability of taking a greater interest in the L. A. W. and am hopeful that eventually some move will materialize that will bind all the real cyclists both past and present into a stronger national fraternal organization.

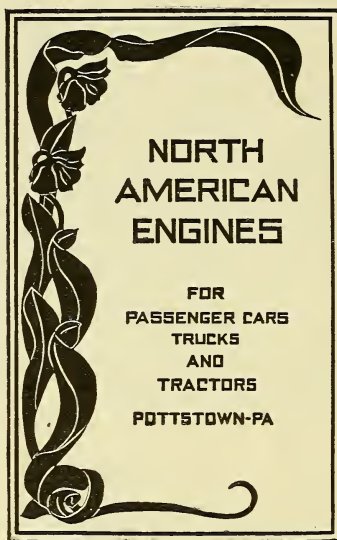
—George Lang, Jr.



**Joseph W. Swan Still Rides the Wheel.**—Enclosed am sending check for my 31st membership ticket in the L. A. W. and subscription to the "Bulletin and Scrap Book," including postage, "war tax," etc. The 30 tickets of the preceding years I still have and they serve to remind me of the 30 years of pleasant experiences I have had in connection with the bicycle.

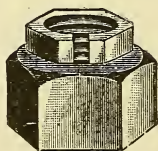
Writing of reminders, I never look at the date of my joining the L. A. W. (Nov. 29, 1889), but that I think of the day I went to the headquarters (on Pearl Street, I think) and took the necessary steps to become a full-fledged wheelman by joining the L. A. W. My next move was to go to Holmes', on Kingston Street, to purchase a sweater. Not having any on hand that day that suited me, except a sample, I bought that and it proved to be a good one, too, for I still have it.

I also have the first League suit I had made for me from brown cloth. It is a pretty close fit now—in fact it always was—and it is a good many years since I wore it for the purpose originally intended; but a few years ago my wife

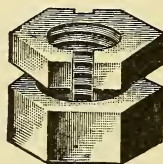


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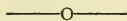
No cotter pins or other devices needed. Made in all sizes and threads. Send us size of bolt you had to tighten that nut on yesterday. We will fit a Columbia Nut to it—**FREE**. A booklet with prices mailed on application.  
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got it out and trimmed the coat with ruffles and turned up the trousers to give the suit a more childish appearance, and I wore it as a kid of a kindergarten, in a play at a Neighborhood Club that my wife and I belong to, and I was told I looked "quite cute."

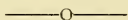
So you see I have many things of my early bicycling years. I wish I had my first wheel, but that I used in part payment for a Columbia Century. I well remember riding my old solid tire wheel in over Columbus Avenue that morning and dismounting a short distance from Pope's place to tighten up the loose spokes, nuts, etc., before entering. When Kirk Corey offered to allow me \$65 for the old wheel towards the \$150—for the pneumatic-tired Columbia—I tried hard not to appear too eager to accept his terms lest he change his mind, and I so far succeeded that the sale was effected without any hitch and my fears were needless, I guess, for I afterwards heard of worse frauds (?) than mine. However, I don't believe I would like to engage in the horse trading business for a living.—Joseph W. Swan.

[In the early days of cycling there were four Swan brothers on the wheel and in the L. A. W., all strong riders and all hard workers for the cause. Two of the brothers are still with us and just as enthusiastic for the wheel as they were when much younger.—Ed.]

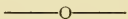


**A Lonn Long Look Backward.**—In changing my desk to my new office, in a drawer, I found some of the papers that are decidedly interesting. Among these papers are my old membership cards in the League of American Wheelmen. My first number was H-16728, and was for the year 1887. I find that in 1890 the number was changed to 4906, and was made for a number of years. The last number of the membership ticket I received from you, which runs until next July, is 1044. I found an old program of the Laporte Wheelmen showing a dancing party that they gave, which is marked the Second Annual Party of the Laporte Wheelmen, given on February 14th, 1889. Therefore, the first party must have been given on February 14th, 1888. Then I have some papers showing the entry of a race meet held on October 4th, 1889, in which I was entered in the one-mile handicap, and where I had 80 yards, in company with such celebrities as Arthur Lumsden, F. H. Tuttle, G. M. Hendee, W. D. and A. C. Banker, who were at scratch, my old friend

G. A. Thorn, F. E. Spooner and G. K. Barrett, who had 75 yards. The same entrance with a few more in the two-mile handicap, in which I had 150 yards. However, the final answer was that Arthur Lumsden won both events from scratch. I also found a clipping from the LaPorte Herald, of September 10th, 1889, wherein races were held at the County Fair, which was a local matter, and at which various races the writer happened to be the winner in three races entered in. I am writing you this because I know of all the old timers you would be the most interested.—E. J. Lonn.



**The Tramp in America.**—Edison recently said that “sleeping was a bad habit,” or, as we heard another American say a few weeks ago, “Late to bed, late to rise is a very good rule and observed by the wise.” Our experience in the States proved to us that Americans sleep much less than we do. During our stay our slumbers did not average five hours per night, and yet we never felt tired or jaded. There is something so bracing about the atmosphere—especially in New York—that sleep is about the last thing anyone thinks about. The American’s aversion to sleep reminds us of an incident that occurred on the steamer coming back. Going out for a stroll one night about 11 p. m., we found a big, genial American sitting on deck eating an apple. For the want of something better to say, we casually remarked: “Are you not to bed yet?” and back came the reply: “No; that’s the last thing I do every night.”—Irish Cyclist.



**Maker’s Amateurs.**—In the year 1895 the cycling world was greatly agitated in connection with the pseudo amateur who was in the habit of having his expenses paid by the maker, and, in many cases, of getting a substantial salary for riding the wheel. In America every prominent racing man was professionalized and the racing men formed an organization of their own, which lasted a very short time. In England the authorities went a step farther than we did in America, for they professionalized the makers and dealers who paid the riders. Mr. J. B. Dunlop, inventor of the pneumatic tire, was made a professional rider although he had never ridden a bicycle. We didn’t make Col. Pope a professional. He rode a bicycle but he never raced. It all depends upon the point of view.

**NEW MEMBERS**

The following new members of the L. A. W. have been enrolled since the last issue:—

1075—William Rolfe Chinn, White Plains, N. Y.

1076—Karl Drew Hartzell, Newton, Mass.

1077—William H. Gray, Boston, Mass.

1078—Miss Gertrude M. Cobb, Canton, Mass.

1079—Benj. S. Dodge, Revere, Mass.

1080—D. M. Armstrong, Norwich, Conn.

1081—W. N. Sherman, Portland, Me.

1082—H. A. Githens, Cudahy, Wis.

1083—W. C. Wagner, Milwaukee, Wis.

1804—A. J. Hoffman, West Allis, Wis.

1085—Fred J. Schroeder, Milwaukee, Wis.

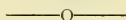
1086—H. P. Andrae, Milwaukee, Wis.

1087—S. S. Cramer, Milwaukee, Wis.

1088—W. C. Neilson, No. Milwaukee, Wis.

1089—John C. Schmidtbauer, Milwaukee, Wis.

1090—H. M. Baldwin, Kenosha, Wis.

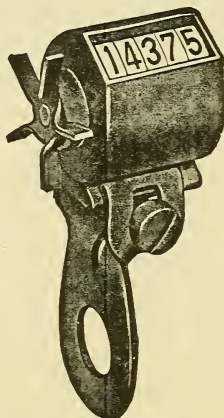


Statement of the ownership, management, circulation, etc., required by Act of Congress of August, 24, 1912, of Official Bulletin and Scrap Book of the L. A. W., published monthly at Newtonville, Mass., for April 1, 1919. State of Mass., County of Middlesex.

Before me, a Justice of the Peace in and for the State and County aforesaid, personally appeared Abbot Bassett, who, having been duly sworn, according to law, deposes and says that he is the owner of the Official Bulletin and Scrap Book of the L. A. W. and that the following is to the best of his knowledge and belief, a true statement of the ownership, management, etc., of the aforesaid publication for the date shown in the above caption, required by the Act of Aug. 24, 1912, embodied in section 443 Postal Laws and Regulations, printed on the reverse of this form, to wit:—That the names and addresses of the publisher, editor, managing editor and business manager are:—Editor, Abbot Bassett; Managing Editor, Abbot Bassett; Business Manager, Abbot Bassett; Publisher, L. A. W. Publishing Co.; Owner, Abbot Bassett. Not incorporated. No bondholders, mortgages or stockholders. Signed, Abbot Bassett, Newtonville.

Sworn to and subscribed before me this 26th day of March, 1919. Charles A. Drew, Justice of the Peace. My commission expires Sept. 11, 1919.

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*Simplicity*

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## Veeder Odometer

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We guarantee Veeder Cyclometers and Odometers for one year against imperfections in materials or workmanship.

Complete descriptive catalogue sent on request.

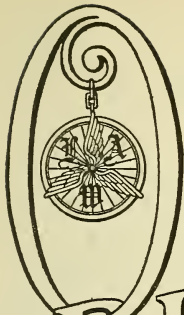
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OFFICIAL  
BULLETIN  
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OF THE  
LEAGUE OF AMERICAN WHEELMEN

PUBLISHED MONTHLY

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**JUNE, 1919**

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**50 Cents Per Year; 60 Cents in Boston Postal  
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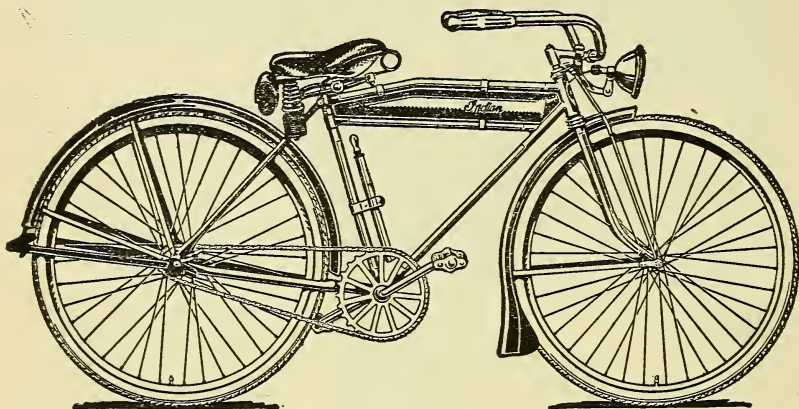
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Or if it's a daughter or wife who desires to enjoy healthful out-of-door sport, there are models in the Indian line which give the same great value.

The electrically equipped model is priced at \$45—  
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# OFFICIAL BULLETIN

AND SCRAP BOOK OF  
THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - - EDITOR

105 Central Avenue, Newtonville, Mass.

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## ADVERTISING RATES

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VOL. 17. No. 6.

JUNE, 1919

5 Cents

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**Thirty-nine Years Old.**—Eugene Field wrote a poem in which he threw rhetorical brickbats at his 39th birthday and called it a no-good anniversary. The L. A. W. passed its 39th birthday on May 31st. There was no celebration, no bell-ringing, no roar of cannon. And yet we enjoyed it for our mind reverted backward to the many good times we had on previous birthdays in company with the boys. The day fell on Saturday and we had and we hope others had a jolly good feast of baked beans to celebrate the occasion. Let us never forget our birthday. Next comes the 40th.

—○—

“I’ve heard that she walks in her sleep.”

“Fancy! And they with two automobiles.”

—○—

Wickedness doesn’t pay. The man who has sinned generally finds that his name is that word reversed, viz., “Dennis.”

—○—

To be successful a farmer has to be sharp as a raiser.

—○—

“They say love goes where it is sent.”

“If properly expressed, I suppose.”

—○—

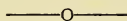
Don’t fail to remember that the first apple was eaten by the first pair.

—○—

The Mohawk Trail will certainly be extended. Western Mass. favors it and the Legislature will vote for it.

**The Sibley Dinner.**—The Boston Bi Club gave a dinner to Frank P. Sibley at the Boston Art Club House on April 21st. Sibley went “over there” as special correspondent of the Boston Globe, and he made good in sending news “over here.” Sibley is one of the humorists of the Boston Bi Club and in the past he has generally kept the table in a roar when dinners are given. This was a serious affair, however, and for more than two hours he kept his audience interested at the after-dinner services. He was beered to his satisfaction and cheered lustily by the wheelmen. Among those present were Capt. W. G. Kendall; Toastmaster, A. O. McGarrett; Funnyman Quin Kilby; Capt. W. R. Buckminster, recently from “over there”; Thomas H. Hall; Judge Josiah S. Dean; E. G. Whitney; Abbot Bassett; Aug. Nickerson; J. R. Green; Fred D. Irish; J. B. Kelley; Allen Swan; J. W. Swan; John J. Fecitt; Chas. C. Ryder; Richard Pinksohn; Fred I. Perault; A. C. Fairbanks; K. N. Clapp; A. M. Skinner, H. W. Robinson, E. H. Norris and others.

Capt. Buckminster, a friend of Sibley, made a short talk and then came the guest of the evening who held the floor until it was time for “Taps” to be sounded. It was a most interesting talk and dealt with many facts not brought out in the newspapers. Sibley was very severe on the censor and the regular army man and his facts fully justified his severity. He took his hearers right up to the fighting line and the roar of cannon and the explosion of bombs could be readily imagined. The club presented a gold fountain pen to the guest of the evening, and the company adjourned to retire and dream of war.



**Milwaukee Wheelmen at Dinner.**—“Hello! Wallie Sanger!” Hello! Herb Githens!” “Well Well! Here we are again!”

Such was the greeting to one another at the annual gathering of the Milwaukee Wheelmen, held at the Calumet Club, on the evening of April 12. Bill Simonds, Frank Morawetz, Henry Andrae and all the rest of the “old scouts” who rode high wheels and the first safeties and who were more or less prominent in wheeling circles were there. There were 50 or 60 of the old boys present. They came from all directions and in a majority of cases it was the once-a-year renewal of old friendships. Terry Andrae, as

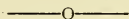
usual, was the leading spirit; in fact he has been that for the last ten or fifteen years, in getting the boys together.

Doings in the old bicycle days were told in song by a quartette composed of Robert Wheeler, Dan Hunter, Henry Sullivan and Nat Oliphant. Talks were given by Walter ("Wallie") Sanger, a champion at one time, and F. ("Terry") Andrae, another former champ. The hit of the evening's entertainment was provided by Henry J. Rogers, of Racine, in his parody recitations on "The Old Timers."

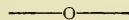
A feature of the gathering were the lantern slide reproductions of old-time photographs of groups of the boys in uniform, on tours, at race-meets and of many of the individuals who were in the lime light in the early days. This picture feature is one that will be amplified each year, because other members have promised to dig up some of their own to add to the collection.

Pop Bassett and the L. A. W. were remembered and a number of the boys renewed their memberships.

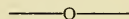
In attendance was Louis Pierron, president of the North Side Cycle Club, who extended the felicitations of the brother organization. —M. G. R.



**Victory Dinner.**—The Veteran Wheelmen's Association, of Phila. held a Victory Dinner at Kugler's restaurant on Wednesday, May 7. The Gold Room held the joyous party and the menu was excellent. As was to be expected Philadelphia Chicken was the main dish. There was no vaudeville and no cabaret—an unusual omission for the Quaker City, but the sober and serious speeches were entertaining.



**Nylaw Auto Tour.**—The annual auto tour of the Nylaw will start on June 6 and continue three days. The route will be through New Jersey to the Delaware Water Gap to the Ashokan Dam, through Westchester County to Poughkeepsie and return to Brooklyn. It promises to be a very attractive run and the party will be jolly as befits the occasion.



## HISTORIC DATES OF CYCLING

### Before the Bicycle

- 1642 A stained-glass window in a church at Stoke Poges, England, has a picture of a boy riding a two-wheeled hobby horse. No cranks on the wheels.



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**Corbin Duplex Coaster Brake**

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**Corbin Control  
 Means  
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- 1808 Hobby horse appears in England. Two wheels, rigid frame. Propelled by pushing with feet on the ground. No means of steering.
- 1816 The Draisene. Baron Von Drais of Mannheim on the Rhine brings out a Hobby Horse with effective steering. Pushed by feet on ground.
- 1816 The Celeripede. Made by Mons, Niepice of Chalons. Very similar to the Draisene.
- 1818 Pedestrian Curricle. Dennis Johnson of Long Acre, England, takes out patent in Dec. Much lighter than predecessors. Moveable saddle.
- 1819 Draisene introduced in New York. Many machines made. Called the "Dandy Horse" because popular with the dandies.
- 1826 Three wheel velocipede first used in France.
- 1835 Kirkpatrick Macmillan of Dumfriesshire, Scotland, puts cranks on the rear wheel and joins them by connecting rod to swinging pedals hung from head of front wheel. Good for 10 miles an hour. Was the first machine to lift feet from the ground.



- 1846 Gavin Dalzell, of Leshmahagow, Scotland, added a wooden mudguard to rear wheel of Macmillan's machine and gave it a handle bar like the one for many years later in use on cycles.
- 1856 Geo. Souther and Geo. H. Miller put rubber tires on the wheels of a buggy and rode it about Boston and Cambridge, until stopped by the police.
- 1862 Pedals attached to front wheel of a Hobby Horse by Karl Kech. This machine is now on exhibition in the National Museum at Munich in Bavaria.
- 1863 Pierre Lallement, a mechanic employed by M. Michaux, of Paris, a maker of three-wheel velocipedes which had cranks on front wheel which was also the steerer. Lallement removed one of the rear wheels from one of these velocipedes, placed the other in the center of the rear axle so as to get it in line with the steering wheel, and learned to ride his improvised two-wheeler. He then constructed his first velocipede on this plan and rode it in the Place de la Concorde, Paris.
- 1865 Lallement comes to America, bringing his velocipede with him.

(To be continued)

—○—

**Where Wheelmen Dine.**—On Sunday May 4th a fire of unknown origin caused a \$4000 damage to the building at 6 Rowe's Wharf. The blaze was confined to the second and third floors, but the Boston Yacht Club, with quarters in the adjoining building, numbered 8, suffered heavily from the quantities of water used. Here often have wheelmen dined and it was here that, a few years ago, the wheelmen of Boston dined and wined J. C. Percy of the Irish Cyclist.

—○—

In the Spring the wheelman's fancy lightly turns to thoughts of wheels. In the Spring we old-time fellows know just how the youngster feels.

—○—

"I am an old man," wrote Josh Billings, "and in my life I have had many troubles—but most of them never happened."

—○—

**Keep to the Right.**—The contention put forward in some quarters, anent a universal rule of the road, that the British

# A REVOLUTION IN MOTOR CARS

**YOU CAN SAVE \$100 TO \$300 PER CAR**

In order to secure immediate wide  
distribution of its

**NEW CHAMPION CARS**

(Introducing 1920 Models simultaneously in as  
many sections of the country as possible)

**THE DIRECT DRIVE MOTOR COMPANY**

WILL MAKE TO THE  
**FIRST PURCHASERS**

A Special Discount from the following  
already low prices:

	List Price
50 H.P. Six-Cylinder Tourist or Roadster	\$1195
40 H.P. Four-Cylinder Tourist. . . .	995
40 H.P. Half-Ton Commercial Car . . .	950

116-inch Wheelbase

32 in. x 3½ in. x 4 in. Demountable Wheels

All Cars Completely **Equipped**—Electric Lights and Starter

**THESE SPECIFICATIONS SPEAK  
FOR THEMSELVES**

**Compare with any other Cars at the price**

(This offer is made for a limited time only.) Good Agents  
wanted in unoccupied territory.—write for particulars.

The First Car in America (1892) was built by interests now associated  
with this company. Twenty-seven years' experience back of these cars.

## DIRECT DRIVE MOTOR COMPANY

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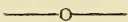
GENERAL OFFICE

Land Title Building, Philadelphia, Pa.

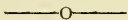
MAIN FACTORY

Pottstown, Pa.

and Irish systems, "keep to the left," is a more correct rule than that existing generally in many countries of the Continent and elsewhere—i. e., "keep to the right"—and that it should be followed throughout the world, reminds us of the case of the Irish recruit who, while at drill in the barrack-square, was constantly reprimanded by the sergeant for failing to keep step with the others of the squad. "Arrah, sergeant," he protested at length, "sure I'm steppin' all right; it's the other fella's who are wrong; they won't keep in step with me." —Irish Cyclist.



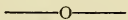
**Richard F. Kelsey**, for a number of years chairman of the Board of Control of the National Cycling Association and official handicapper of the same body, suffered a heart attack last month in Newark, N. J. Mr. Kelsey had attended a meeting at the offices of the Cycle Racing Association, the controlling interests in the Newark Velodrome, and as he was nearing the station to take a train for his home in Montclair he was stricken. He was taken to St. Michael's Hospital. He is now able to be out and about.



**What is a Bicycle?**—Some few years ago we had a difference of opinion with the late H. H. Griffin, of England, regarding whether or not the old velocipede was a bicycle. Very true it had two wheels, and so did the Hobby Horse, the Draisene and the modern push cart. We asserted that the first bicycle in the U. S. was brought over from France in 1873. Mr. Griffin asserted that there were plenty of bicycles in the U. S. in 1868 and 1869 and instanced several bicycle races in New York and Boston in those years. We replied that the races he referred to were velocipede races and we heard no more from him.

And now there is a dispute across the water regarding the first bicycle club over there. The Pickwick Bicycle Club was formed June 22, 1870. And now there are those that claim priority for the Edinburgh Amateur Velocipede Club which was organized in 1869. The Edinburgh Amateur Bicycle Club was formed March 27, 1874.

Calling it a bicycle does not make the Velocipede a bicycle in the Y. D. of wheelmen. There is a wide difference.



**Walking is Dangerous.**—Dr. Oliver Wendell Holmes pronounced walking a dangerous sport. He said:—"Walking



# Columbia

## Bicycle

Forty years ago Columbia Bicycles — the first American-made bicycles — were put upon the market.

They were given a very cordial reception. They introduced, even in those pioneering days, the highest ideals of construction excellence.

Almost overnight, they leaped into popular favor — a popularity which, as the years have come and gone, has become nation-wide — universal.

Today, Columbia Bicycles, developed and improved through two generations of constantly striving for perfection, are recognized as Standard of the World.

They represent the utmost in durability, strength, service, ease and comfort, trimness of design, snappiness of appearance.

And there is in the 1919 line a model for every man, woman, boy, or girl — a model to meet every individual requirement, every fixed price limitation.

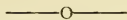
Described and pictured in the 1919 Columbia Catalog.

Sent anywhere on request.

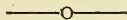
**Westfield Manufacturing Company**

Dept. 22      WESTFIELD, MASS.

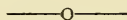
is a perpetual falling with a perpetual self-recovery. It is a most complex, violent and perilous operation which we divest of its extreme danger only by continual practice from a very early period of life." Is cycling any more dangerous?



Even the prohibitionists would like to see food prices take a drop or two.

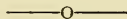


Prices should come down once in a while to see the country they were raised in.



**"Gettysburg for the Motorist."**—It is said that more tourists now visit the Gettysburg Battlefield each year than there were men engaged on both sides in the struggle of July 1, 2 and 3, 1863. In fact, the armies of Meade and Lee were drawn to that little inland Pennsylvania town because it was the converging point for so many thoroughfares, or "Pikes," in the vernacular of that region. Robert Bruce, who was at first associate editor, and afterwards editor of the *Bicycling World*, in Boston, 1893-97, has prepared a 32-page brochure of exactly this character, including 2 maps and a number of fine illustrations. The military movements leading up to the engagement are described, and the outlines of each one of the three days' battles enable the visitor to easily master the salient features. The dedication of the National Cemetery, and the circumstances surrounding the delivery of Lincoln's famous address on that occasion, are also included.

"Gettysburg for the Motorist" may be ordered from the author, whose address is Clinton, Oneida Co., N. Y., at 50 cents, postpaid. Mr. Bruce is the author of "The National Road," describing the route from Baltimore and Washington across the Blue Ridge and Alleghanies to the Ohio River at Wheeling, published in 1916.



**A New Road Law.**—Rhode Island has adopted a new law which is aimed to protect the drivers of vehicles against damage by accidents. It will also enable traffic officers to handle the situation better in the more closely populated districts.

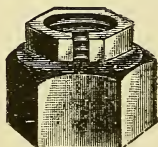
In part the new law says every person traveling with any vehicle, who shall meet any other person so traveling



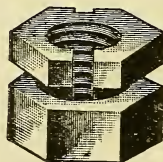


## “The Cheapest Life Insurance”

is what **COLUMBIA LOCK NUTS** have been termed by one who knows their value. Use will demonstrate that the description was not misapplied.



REGULAR



IMPROVED

**Not like other nuts, they will NOT shake loose.**

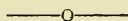
No cotter pins or other devices needed. Made in all sizes and threads. Send us size of bolt you had to tighten that nut on yesterday. We will fit a Columbia Nut to it—FREE. A booklet with prices mailed on application.

**COLUMBIA NUT & BOLT CO., Inc., Bridgeport, Conn.**

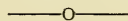
on any highway or bridge, shall seasonably drive his vehicle to the right of the center of the traveled part of the road, so as to enable such person to pass with his vehicle without interference or interruption. Every person traveling with any vehicle who shall overtake any other person so traveling shall pass to the left and the person so overtaken shall as soon as practicable drive to the right so as to allow free passage to the left.

Every person traveling with any vehicle shall, at the intersection of public highways, keep to the right of the intersection of the centers of such highways when turning to the right and pass to the right of such intersection when turning to the left.

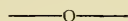
Every driver of a vehicle approaching the intersection of a street or public highway shall grant the right of way at such intersection to any carriage or vehicle approaching from his right; provided, that traffic officers at such intersection may direct the traffic.



**The Bicycle** is coming into its own again—not for “century runs,” or for leisurely trips into distant counties and cities; not as a medium for demonstrating endurance and skill; not as a vehicle for displaying “stunts”; not as a racing machine; not as a means of promoting love-making and mating—but as a utility vehicle. The bicycle consumes no gas and very little oil. It wears out no streets or macadam roads. It never incumbers traffic on the crowded thoroughfares. It seldom brings maimings and deaths to its owners. The bicycle slips in and out among the monstrous machines of business and pleasure as easily and noiselessly as a love-note slips through tons of parcel post and “weighty mail.” It makes little fuss, no noise and no annoyance. Wouldn’t it be fine if we were younger?



“The laughter of girls is, and ever was, among the delightful sounds of earth.”—De Quincey. We have always been of that opinion.



**Tenderfoot**—So you really think automobiles are dangerous.

**Broncho Bill**—I should say so. When the first one came to Cactus Centre there was an argument over the way to pronounce “chauffeur,” and six cowboys were shot.

# The League of American Wheelmen

Organized May 31, 1880

An organization to promote the general interests of cycling, to ascertain, defend and protect the rights of wheelmen; and to secure improvement in the condition of the public roads and highways.

We invite men of good character to join us in prosecuting the good work we have undertaken.

## OFFICERS FOR 1918—1919

President, Elmer G. Whitney, Dover, N.H.; 1st Vice-President, Wm. M. Frisbie, Ozone Park, N.Y.; 2nd Vice-President, Josiah S. Dean, 60 State Street, Boston; Secretary-Treasurer and Editor of Publications, Abbot Bassett, 105 Central Avenue, Newtonville, Mass.; Auditor, Augustus Nickerson, 131 State Street, Boston, Mass.

## APPLICATION FOR MEMBERSHIP

**ABBOT BASSETT, Secretary L. A. W.**

DEAR SIR:—Enclosed find the sum of ONE DOLLAR, of which seventy five cents is for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the Official Bulletin, and request that he enter my name as a subscriber to same for one year.

*Name,* .....

*Street,* .....

*City and State,* .....

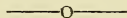
*References,* .....

Address all applications for membership and all communications to L. A. W. Headquarters

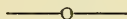
**ABBOT BASSETT, Secretary-Treasurer**

**105 Central Ave., Newtonville, Mass.**

An American Service Aviator, writing to a friend, gives it as his opinion that flying is rather a monotonous game and that he could easily get more sport out of a motor cycle. "Watching the road, keeping your balance, manipulating the controls, etc., in my estimation calls for as much skill and judgment as operating an airship under the worst difficulties, especially when the riding conditions are bad." This is quite a new way of regarding the art of aviation, and it would be interesting to know if other flyers who have been accustomed to the motor cycle hold anything like similar views.



**Report of Nominating Committee.** — The Nominating Committee of the L. A. W. presents the following list of officers for election at the balloting for officers for 1919. The members herewith presented have served the L. A. W. faithfully for the year 1918-1919 and we, as a Committee, feel that they deserve a reelection. Ballots will be mailed to members of the National Assembly on Aug. 1, next ensuing, and the voting will be done by mail and in person at the Assembly.



For President—Elmer G. Whitney, Dover, N. H.  
 For 1st Vice-President—Wm. M. Frisbie, New York City.  
 For 2nd Vice-President—Josiah S. Dean, Boston, Mass.  
 For Sec. and Treas. for 5 years—Abbot Bassett, Newtonville, Mass.  
 For Auditor—Augustus Nickerson, Boston, Mass.

Fraternally,

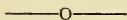
Robert T. Kingsbury

Fred Atwater

W. L. Lockhart

Nominating Committee.

March 29, 1919.



### NEW MEMBERS

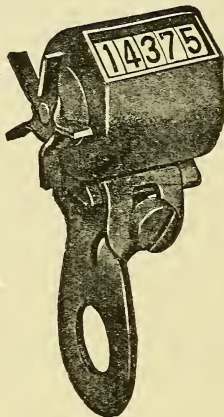
The following new members of the L. A. W. have been enrolled since the last issue:—

1091—W. S. Guthrie, Germantown, Pa.

1092—Geo. Perelman, Philadelphia, Pa.

1093—Henry Field, Worcester, Mass.

# Veeder Cyclometer for Bicycles



*Simplicity*

*Accuracy*

Registers 9999.9 miles and repeats. Dust and waterproof. Figures large enough to be read from saddle. Price \$1.25.

## Veeder Trip Cyclometer

With an extra dial which can be set back to zero to register the mileage of each trip. Price \$2.50.

## Veeder Motorcycle Trip Cyclometer

Made stronger than the regular bicycle cyclometer and is designed to withstand the harder usage due to the high speed of motorcycles. Price \$3.00.

## Veeder Odometer

To register mileage of automobiles and horse-drawn vehicles.

We guarantee Veeder Cyclometers and Odometers for one year against imperfections in materials or workmanship.

Complete descriptive catalogue sent on request.

## The Veeder Manufacturing Co.

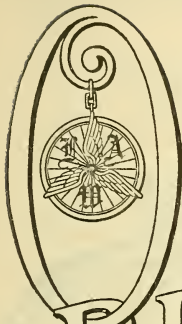
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C. H. VEEDER, President

H. W. LESTER, Secretary

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OFFICIAL  
BULLETIN  
AND SCRAP BOOK  
OF THE  
LEAGUE OF AMERICAN WHEELMEN

PUBLISHED MONTHLY

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**JULY, 1919**

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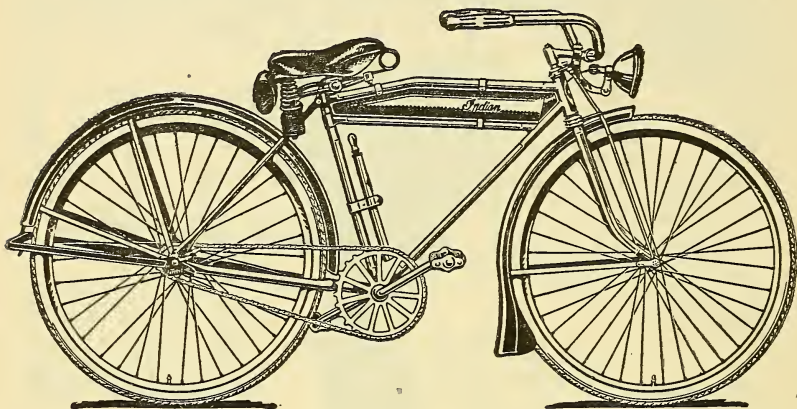
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**L. A. W. PUBLISHING COMPANY**

105 Central Avenue, NEWTONVILLE, MASS.

# For Your Boy



or for yourself—it makes no difference for you will want an electrically equipped

## INDIAN BICYCLE

With its motorcycle lines, Indian tank battery container, coaster brake, double forks, long-braced handlebars, electric light, and large reflector it represents the biggest bicycle value in the world.

Or if it's a daughter or wife who desires to enjoy healthful out-of-door sport, there are models in the Indian line which give the same great value.

The electrically equipped model is priced at \$45—  
Ten other models ranging in price from \$26 to \$45.

HENDEE MANUFACTURING COMPANY

LARGEST MOTORCYCLE MANUFACTURERS  
IN THE WORLD

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SPRINGFIELD, MASS.

# OFFICIAL BULLETIN

AND SCRAP BOOK OF  
THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - - EDITOR

105 Central Avenue, Newtonville, Mass.

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## ADVERTISING RATES

\$1.15 an inch for first insertion and each new setting. Repeat  
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VOL. 17. No. 7.

JULY, 1919

5 Cents

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**Welcome July!** Glad to greet you; hope you'll give us pleasant days; little rain and many flowers, bringing joy in many ways. July days are often scorchers, but the foliage is green, and the flies who want to enter bump their heads against the screen. Then the farmer in the sunshine gives his time to making hay; but if July's hot and dusty, then the ice man has his day.

—○—

July is Liberty Month in France and the United States. England needn't feel that she is left out. Wasn't the Spanish Armada repulsed in July, 1588?

—○—

Every day the bicycle is helping along. It is saving trolley expenses, automobile expenses and expenditures of shoe leather and leg work.

—○—

**The Nylaw Tour of 1919.**—The annual tour of the Nylaw, of New York, is one of the most interesting, as well as delightful, events in the cycling world of the U. S. A new route every year relieves the tour of the monotony otherwise to be expected. The bicycle, with many old-timers, has been supplanted by the auto, but nevertheless, the Nylaw is a strictly cycling institution, and although the pedals are no longer pushed, the events of those days, when the rider supplied the motive power of his conveyance, have a prominent place in the evergreen memories of the wheelmen who used to ride. Once a wheelman, never otherwise.

The tour of 1919 was held on June 6th, 7th and 8th. The committee of arrangements, no doubt, had in mind what the poet, Lowell, said of the rare days in June, which he claimed to be "perfect days." They were, indeed, rare days in 1919; but they were far from perfect. Jupiter Pluvius (the rain giver) made a good record for early June, but a seat in an auto with the top up defeats even J. P.

The participants in the tour were H. W. Bullard, Fred W. Brooks, Jr., Wm. M. Frisbie, Wm. H. Hale, Jarvis C. Howard, Dr. L. C. Le Roy, W. M. Meserole, C. J. Obermayer, Dr. W. W. Share and W. Hart Stafford. W. M. Thomas dined with the party at Poughkeepsie. Guests, Henry Crowther and Abbot Bassett. Four automobiles and two professional chauffeurs were in evidence.

The rendezvous was at Hanson Place, Brooklyn. From there the route was to New York City, and over the Cortlandt Street Ferry to Jersey City and, later, Newark. The usual congestion of traffic, and the hand-waving policeman were encountered in the two cities, but that was expected. Next in turn came Irvington, Springfield, Chatham, Madison. The route led through a residential section whose good roads maintained the reputation which the Blue Hen State has held many years for fine highways. Then, over a fine macadam road to Morristown. It was at this town that on two occasions the headquarters of the army of the Revolution were located. In the winters of 1776-7 and 1779-80. The house where Washington established headquarters is still standing and is the property of the State. A State Insane Asylum was to be seen 3 miles from the centre of the city—1243 feet long and a central wing 542 feet deep, the whole building covering 408 acres. Fred said—"May I not see the inside!" Morristown is the cradle of the electric telegraph for it was here that Prof. Morse first experimented with his invention. It was at Morristown that the machinery was made which was used on the Savannah, the first steamboat to cross the Atlantic. Then on to Chester and Long Valley. (It used to be called German Valley; but, for obvious reasons, the name has been changed.) Now up a steep incline and to the top of Schooley's Mountain, where there was a fine view of the surrounding country, including the Jenny Jump Mountain in the distance. It must have been a very high jump for Miss Jenny, and it is to be wondered if the same story, which is attached to high ledges in Massachusetts, some dozen or more of which are called "Lovers' Leap," cannot as well be told of Jenny's Jump. Then across the bridge which spans the Musconetcong river (anyone who can pronounce the name will be entitled to a free swim in the river) to Hackettstown, where, at the American House, the party lunched. The landlord said it was a dry town, but Jupiter Pluvius emptied the clouds of water during the lunch and made it a very wet one.

In the afternoon the route was southward through



Beatty's Town, Pennville, Anderson, Washington, Broadway, New Village, Phillipsburg to Easton, Penn. It was there that Henry Crowther joined the party. The route then was over Pennsylvania roads. It must be admitted that the tourists were at this time having hard roads to travel when comparison was made with the Jersey roads. The new paths were supermalabumptious and very dusty, but the autos bumped along and the tourists made no complaint. Esstee became quite interested in a large number of stone structures standing along the wayside. They were built of square stone blocks and looked like chimneys with a fireplace at the base. The Professor took pity on Esstee's crass ignorance and reminded him that he was in a lime producing country, and that the structures were lime kilns. To flock with the Professor is equal to a liberal education. Martin's Creek welcomed the party next, and then on to Richmond. At the latter place there was an extensive view of the Bangor slate quarries. Great piles of rejected slate, mountains high (small mountains) were to be seen on every side; waste material looking for a job. During the war there was a great shortage of white paper, and if the struggle had been continued we might have been forced to return to the slate of our schoolboy days. Then what a fortune for the Bangor company. Well it didn't continue and we can wipe that score off the slate.

It was near Richmond that the party saw a great ledge of rock on the front of which was a very distinct profile of a human face. A few of the party thought it was a perfect likeness of Charley, and others voted for Walter. The question was not decided and the cars rolled on, leaving the face to be wet by the rain, buffeted by the wind and asleep in the cradle of the rock for ages yet to come.

Laurel in profusion was seen in the woods and on the hillsides. The party enjoyed a passing view only. The flower which we do not pluck is the only one that holds its beauty and fragrance for a long while.

What a lot of names the Quaker State has duplicated from elsewhere! Bethlehem, Bangor, Richmond, Portland all in a bunch in the eastern part, and there are others. The route led through Portland to Shawnee-on-the-Delaware, where is located the Delaware Water Gap. The end of the first day's tour,—116 miles; and the Buckwood Inn, the chosen resting place for the night.

The Inn is on a very delightful level between high peaks of the Kittatiny Mountain Range. But for the entrance to



**Power****Control**

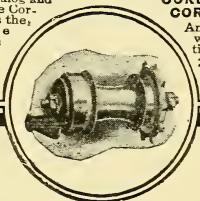
Correctness of design, high grade materials and ample strength in every part assure the best combination of power and control in the

### **Corbin Duplex Coaster Brake**

With the Corbin brake you are sure, safe, comfortable. Slight backward pressure stops your bicycle slowly; harder pressure stops it instantly.

Write for catalog and learn why the Corbin Duplex is the best brake you can equip on your bicycle.

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American Hardware Corporation, Successor  
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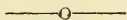


the plateau it would be completely shut in. Fred said, "May I not be here on a hot day." The road books tell us that the mountain peaks are from 1000 to 1600 feet high. Some of the boys were insistent that they were not over 800 feet in the air. Others said that since the mountains were measured from the sea level there should be subtracted 300 feet. The dispute waxed so fierce that it is highly probable, had anyone brought a yardstick, the peaks would have been measured, then and there. There was no dispute, however, regarding the majesty and the sublimity of the natural sentinels that guard the entrance to the Gap and emphasize to us the cult of the beautiful and majestic. The Inn is a well appointed and well served hostelry. It suggested to some of the party that a home with all the comforts of a hotel would be a thing of joy. But the man who can afford to live at a modern well-appointed hotel would have some difficulty in squeezing through the eye of a needle. Golf seemed to be the chief enjoyment of the guests. The river is at hand but there is no bathing beach.

The boys of the party gathered at eventide on the banks of the Delaware River, within the shadow of the mountains,

and drank in an inspiration from the surroundings which guaranteed a restful night.

[The pressure on our pages this month compels us to divide the tour into two parts. The remainder of the story may be found in our next issue.]



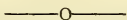
**White Mountain Auto Trip.**—The Boston Bicycle Club will hold the second annual automobile tour during the present month, and a most delightful trip is promised.

July 10—Leave Boston, 8.30 a.m. Lunch at Concord, N.H. Then Bethlehem, Franklin, Bristol, New Found Lake, Plymouth, Old Man of the Mountain.

July 11 — Bretton Woods, Crawford Notch, Pinkham Notch, Gorham. Lunch at the Waumbek, Jefferson, Dixville Notch. At The Balsams for the night.

July 12 — Dixville Notch, Errol, Lake Umbagog. Lunch at Bethel Inn, Poland Springs, Portland, Kennebunkport for the night, at the Old Fort Inn.

July 13 — Portsmouth. Lunch at the Wentworth, New Castle, N. H., Rye Beach, Hampton Beach, Newburyport, Ipswich, Magnolia, Beverly, Home. Andrew O. McGarrett, 6 Radcliffe Road, Allston, Mass., will receive communications.



**Rovers at Dinner.** — The Rovers' Cycle Club, of Charlestown, Mass., held its thirty-third annual dinner at the Boston City Club on Saturday evening, May 17. Organized March 27, 1886, it is within four months of the third of a century. The club heads the list of L. A. W. clubs. A goodly company was present and a super-bountiful repast was served. Edward Burbeck, President of the club presided. The Treasurer reported a balance of \$239.72 in the treasury. The following officers were elected for the ensuing year. President, George W. Crampton; Capt., Chas. C. Ryder; Sect.-Treas., Robert B. Loring. Mr. Abbot Bassett, the guest of the evening, was made an honorary member of the club. Following the custom of many years it was voted to decorate the graves of deceased members of the club on Memorial Day. It was voted to hold some time in the fall a special dinner to which the members with their families will be invited.

A heart to heart talk was held at the close of the regular business and the members pledged themselves to stand by the club and to unite in such action as will preserve the present interest of the membership and lead to an interest that is

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even better than that now existing. It was voted to form an associate list and to invite all past members to join it without payment of dues. It was one of the most pleasant affairs that the club has engaged in.

---

**Miss Grace Brewster Post**, daughter of Mr. and Mrs. David J. Post of Hartford, Conn., was on Wednesday, June 4, married to Mr. Randolph Locke Eddy, a Dartmouth graduate, and son of Mr. and Mrs. Harrison P. Eddy of Newton Centre, Mass.

The ceremony was performed by Rev. Edwin Pond Parker, pastor emeritus of the South Congregational Church, assisted by the present pastor, Rev. Warren S. Archibald. The bride was given in marriage by her father, and had as her maid of honor her sister, Miss Elizabeth Boardman Post. She was attended also by four bridesmaids: Miss Sarah E. Cooper of Harrisburg, Pa.; Miss Harriet Thompson of Hartford; Miss Charlotte Eddy of Newton Centre; and Mrs. Harrison P. Eddy, Jr., also of Newton Centre. The bridegroom's brother, Harrison P. Eddy, Jr., served as best man, and the head usher was David J. Post, Jr., of Hartford, who was assisted by Chauncey B. Thompson of Hartford, Richard G. Stall of Brockton, and A. Osgood Young of Worcester. A reception was held at the home of the bride's parents. Very many of our old-timers have kind remembrances of "Davy," and they will certainly offer their congratulations. Those were rare days at Hartford when "Davy" and "Mrs. Davy" entertained the "boys."

---

**Halbert W. Greenwood**, who won medals valued at more than \$3,000 as a bicycle racer 20 years ago, died on Friday, May 16, at his home in St. Louis. He rode a Star bicycle and was a strong hill climber. He conquered Corey Hill, Eagle Rock Hill and all the steep inclines around St. Louis. He was noted as a curb climber and made a best record by climbing a 14-inch curb. Among his unique achievements was the feat of climbing up the White House steps on a velocipede and descending without a dismount. He appeared before many large crowds in America as an exhibition cyclist, and on one occasion showed before General Grant in St. Louis.

---

**Dr. A. Sydney Matthews.**—Speedy exposure of two imposers who had made elaborate preparations to fleece New Englanders out of thousands of dollars has nipped in the





# Columbia

## Bicycle

Forty years ago Columbia Bicycles — the first American-made bicycles — were put upon the market.

They were given a very cordial reception. They introduced, even in those pioneering days, the highest ideals of construction excellence.

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Today, Columbia Bicycles, developed and improved through two generations of constantly striving for perfection, are recognized as Standard of the World.

They represent the utmost in durability, strength, service, ease and comfort, trimness of design, snappiness of appearance.

And there is in the 1919 line a model for every man, woman, boy, or girl — a model to meet every individual requirement, every fixed price limitation.

Described and pictured in the 1919 Columbia Catalog.

Sent anywhere on request.

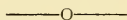
**Westfield Manufacturing Company**

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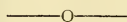


bud a plan which federal and private investigating bodies say was one of the biggest and boldest ever attempted in New England.

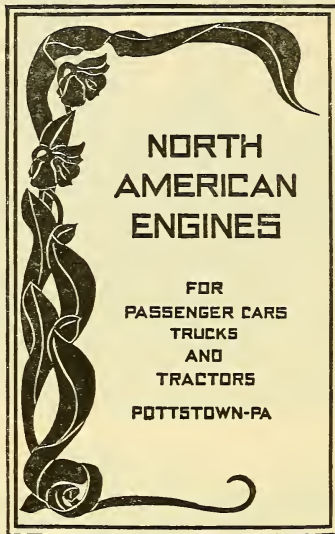
The men in question are Dr. A. Sydney Matthews, suave head of the National Touring Club of America, Inc., and of the League of American Patriots, Inc., and his secretary, A. Clarence Dawson, false possessor of the Croix de Guerre with 11 palms, indicating that he had received 11 citations for his deeds of daring while a member of the Lafayette escadrille. They had planned on making "a million members for 1919" their "goal" and the last two words of the slogan were "help us." Dr. Matthews claimed that he was largely instrumental in organizing the L. A. W. This office was appealed to for corroboration of this statement and our reply was to the effect that Dr. Matthews was not at Newport when the League was organized, nor was he ever a member. Members will please look out for his next appearance.



**Wm. Hanlon**, of the Hanlon Brothers, who, in 1867, took out a patent for improvements on the velocipede and later gave exhibitions, in a group with his five brothers, on the stages of many théâtres in the United States, dined with the Monday Club at Boston, on Monday, June 2. It was William who did the act of jumping from one to another of a series of swings and turning a somersault in the air on the passage. The act was called "Zapillaerostation" and created a great sensation. William is now 79 years of age, lively as a cricket, and is one of the three Hanlon brothers now living. His great desire just now is that he may turn just a few somersaults before he leaves us. At present he is living at Marblehead, Mass.

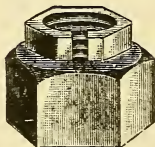


**J. Leo Sauer**.—While playing golf with two friends on Sunday, June 8th, at Augusta, Ga., and while seeking shelter from a heavy storm in a small building, J. Leo Sauer, late editor and part owner of "Motorcycle Illustrated,"<sup>2</sup> and interested in other trade journals, was struck by lightning. He and his two companions met instant death. He was very well known in both the bicycle and motorcycle trade and was always a familiar figure around the Atlantic City conventions, Mid-Winter meetings in New York and Chicago and also at the cycle shows, and his many friends will regret to hear of his untimely death.

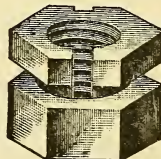


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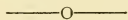
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**COLUMBIA NUT & BOLT CO., Inc., Bridgeport, Conn.**

The Irish Cyclist, of Dublin, issued on May 21st, celebrates the 34th birthday of its career. This special number is beautifully illustrated and contains prose and poetry contributed by very many of the prominent wheelmen over the seas. We offer our congratulations to our contemporary who is over the third of a century date.



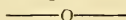
## HISTORIC DATES OF CYCLING

### Before the Bicycle

- 1866 Pierre Lallement and J. Carroll took out a patent in the United States on a velocipede and built a few machines. It was this patent that Col. Pope purchased later, and which gave him command of the bicycle industry in the United States.
- 1866 Frank W. Weston came to America June 1, 1866. He was the "Father of Bicycling" in the United States and was called "Papa," for short, by wheelmen.
- 1866 Sterling Elliott, then of Michigan and a builder of hearses, built a velocipede entirely of wood.
- 1866 Mrs. A. J. Wilson, of England, rides a wooden tricycle.
- 1867 A velocipede brought from Paris to Chicago by C. G. Wheeler. Rev. Arthur Edwards rode the machine about the city and very soon had rubber tires on the wheels.
- 1867 Name "Bicycle" first used in Paris.
- 1868 The Hanlon Brothers, gymnasts, took out a patent for an improved velocipede. In their machines the cranks were slotted for an adjustable throw (patented); the seat was "extensible" (patented); the front wheel enlarged, the handle bar raised very high. The patent was taken out by Wm. Hanlon, in the name of the Hanlon Bros. Wm. Hanlon is at present a resident in the vicinity of Boston. During the week beginning Aug. 10, 1868, the Hanlon Bros. gave an exhibition of velocipede riding at the Boston Theatre and at the request of many citizens they rode the wheels on the Mall of Boston Common on Wednesday of that week. A large crowd was attracted to see the riders, and Esstee was one of the crowd.
- 1868 Alfred D. Chandler, of Boston, imported a Monod velocipede from France and rode it on the highways in and about Boston, 700 miles in all.

- 1868 T. R. Pickering, of New York, brought over a velocipede from Paris and began manufacturing velocipedes in New York City. Now came a rush for the new machine and many were made by many makers.
- 1868 July 4. Velocipede races at Bangor, Me. Later, in the fall, Wm. R. Pitman won the velocipede championship of Maine at Bangor. 1 mile in 5 min. 5 sec. Velocipede races every night at the Empire City Skating Rink, New York. The track was marked by nailing a rope to the floor.
- 1868 E. A. Cowper of England, patented anti-friction roller bearings.
- 1868 Velocipede races at American Institute, New York, under the auspices of the N. A. A. A.
- 1869 March 10. Chas. E. Bassett, of Chelsea, Mass., won the velocipede championship of New England at Horticultural Hall, Boston, defeating Walter Brown, the celebrated oarsman. Prize offered, \$1000; Prize received, \$10.
- 1869 Magee of Paris built a machine with tubular frame. Front wheel, 48 inches. Rear wheel, 24 inches. Nearest approach to shape of the bicycle.
- 1869 April. J. I. Stassen, of England, took out patent for a "Bicycle." First appearance of name in England.
- 1869 The Velocipedist, a journal devoted to the sport, edited by C. W. King, published in New York, the first of all wheel papers. It had a short life.
- 1870 Thomas Martin, of Rockland, Mass., built a velocipede with wheels 60 and 20 in. Wire spokes, iron tires, weight 38 lbs., made for Foster Gilman, who rode it many times to and from business. The velocipede interest subsided after the velocipede was ridden much on the road. It was easy riding on the floor of a rink and a hard task on the road. The wheels were sold for junk and the rinks were closed.

[And now for the Bicycle.]



**Providence Track.** — On May 30 the new Providence track, at Cranston, was dedicated. It has a seating capacity of 4,400 persons, not including the large number that may be taken care of in the oval. There are 700 chairs on the grandstand side of the track and 700 seats on the opposite straightaway, with bleachers on the ends for 3,000.

The track is seven laps to the mile. The stretches will be  $146\frac{1}{2}$  feet each, the radius  $73\frac{1}{2}$  feet, while from pole to pole

the distance is 147 feet. The angle of the turns is 43 degrees, while that of the straightaway is placed at 20 degrees.

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**The St. Louis Cycling Club** has completed arrangements with the St. Louis Architectural Club for the rental of modern and commodious quarters in their building on Culver Way, just off of Olive Street. Meetings are held the second Thursday in each month, and the first meeting in the new home will be on June 12. The club has been meeting at Rock Springs Turner Hall.

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**"Victory Handicap."** — The Annual Spring Ten Mile Handicap Road Race of the Century Road Club Association was held on Sunday, May 18, 1919, over the famous Pelham Parkway in the Bronx, New York City.

Of the 118 entries, ninety-six riders faced the Starter and the Scorers reported a total of 44 riders finishing within the time limit. Robert Henderson, a Veteran of the Bay View Wheelmen of Newark, who had a handicap of three minutes, outsprinted a co-marker, Harry Hoglander, of the Century Road Club Association, and Frank Blodel of the promoting Club, and was returned the winner. Eight men were in the final sprint to the tape and the now perfected recording device, first tried in the Association Handicap of 1918, proved its merits, when it checked up perfectly for the full list of competitors who finished, and the system will in future prevent further haggling and wrangling at the Scorers' table after future races. The device was a Dictaphone recording and reproducing machine.

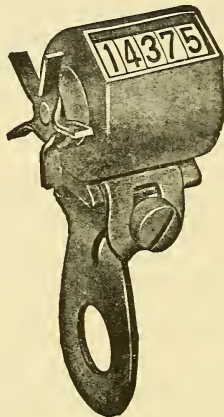
Team prize was handily won by the team of 5 riders from the Century Road Club Association who finished in positions 2-3-7-8-19, totaling 39 points, while next in line was the Acme Wheelmen with 54 points.

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**The St. Louis Cycling Club** recently held an illustrated lecture and dance at the St. Louis Architectural Club. Scenes taken on trips of the past few years were shown, many of them artistically colored by William J. Rodgers, who has been riding St. Louis and neighboring county roads for the past thirty years. William M. Butler made a few introductory remarks on the benefits and pleasures to be derived from cycling, and Lindenschmidt conducted the lectures on the slides. Wolzendorf supplemented the lecture with a few well chosen slides and scenes taken in Yellowstone Park on previous trips which he had taken there.



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*Accuracy*

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OFFICIAL  
BULLETIN

AND SCRAP BOOK  
OF THE  
LEAGUE OF AMERICAN WHEELMEN

PUBLISHED MONTHLY

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**AUGUST, 1919**

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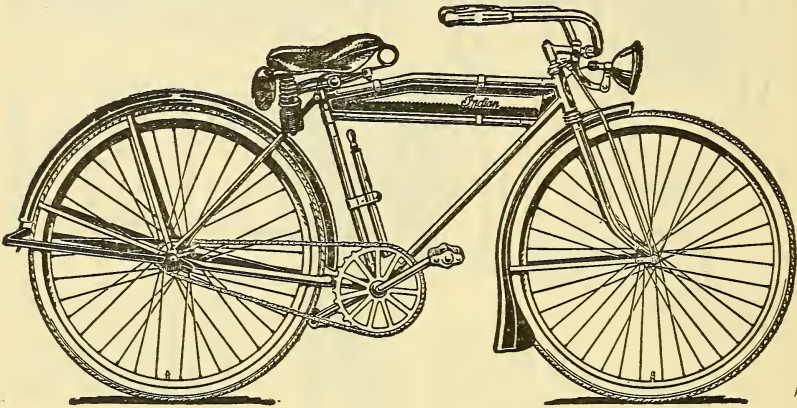
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# OFFICIAL BULLETIN

AND SCRAP BOOK OF  
THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT \* \* \* EDITOR

105 Central Avenue, Newtonville, Mass.

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Entered as Second Class Matter, January 15, 1914, at the Post Office, at Boston, Mass.,  
under the Act of Congress, March 3, 1879.

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VOL. 17. No. 8.

AUGUST, 1919

5 Cents

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**August Days.**—In August we'll all to the country flee  
where the sighing wind in the sweet corn tree mingles its  
music, drowsy and low with the song of the milkmaid, as  
to and fro, through the sunny pastures she skips about,  
milking the milkweeds with many a shout. Shouting in  
glee at the farmer's lad as he wades in the brooklet fishing  
for shad; while out through the barnyard come strident  
notes for the farmer is busy shearing the shoates.

—○—  
**John Keats on the Velocipede.**—"The nothing of the day  
is a machine called the Velocipede. It is a wheel carriage  
to ride cock-horse upon, sitting astride and pushing it along  
with the toes, a rudder in the hand. They will go seven  
miles an hour. A handsome Gelding will come to eight  
guineas; however, they will soon be cheaper unless the  
army take to them." Written in 1818.

—○—  
**Cyclist's Touring Club.**—The membership of the C. T. C.  
in November last was 8,546 as compared with 8,680 in 1917.  
During the year various cases have been taken up in con-  
nection with injury to cyclists or their machines. An im-  
portant test case as regards the liability of a cycle repairer  
for a machine left in his charge, which was stolen, was  
successfully fought and the member compensated.

—○—  
**Royal Wheelmen.**—In the nineties several of the royal  
personages of Europe were riders of the wheel. The list  
included the late Czar, Prince Henry of Prussia, Prince  
Waldemar of Denmark, the Grand Duke Michael, Prince  
Alphonse of Bavaria, the Queen of Italy and several ladies  
of the Royal Family of England. They ride no more.

**Charles F. Cossum.**—An application for a pardon for Mr. Cossum has been made to Governor Smith of New York. Mr. Cossum is totally blind, as the result of his attempt to take his life, when the bullet entered the temple and severed the optic nerves of both eyes. He was found lying in his office early on the morning of July 24, 1917, after he had remained at the place all night straightening out his affairs so that the attorneys would have no trouble in finding out the total amount of his defalcations.

The district attorney has sent out fifteen letters to people who lost through Mr. Cossum's stock speculations, requesting that they state their opinion upon the application. He has not as yet received responses to all his letters but those that have been received are favorable for Mr. Cossum's release.

It is not expected that Mr. Cossum will return to Poughkeepsie if he is pardoned, but will go to California where he has a nephew. He has a host of friends who were pained to hear of his troubles and were shocked when they found he had attempted to take his life.

Quincy Kilby is summering at Chebeague Island, Me. Wonder if he will find a good rhyme for Chebeague? "The League" might serve.

**Grandfather Green.**—J. Rush Green has become a grandfather. One more sure-to-be a wheelman and one more grand-dad on our list. Our congratulations are gladly accorded.

**Otto Ziegler** who made a fine record for speed at the races held at the League meet in Denver in 1894 and who for three years has been blind is now regaining his sight. Ziegler lost his sight as the result of an accident while riding at Seattle several years ago.

**New York Nylaw Tour of 1919; Second and Third Days.**—One incident of the first day's tour is quite worth while recalling. The tourists were on the main road between Martin's Creek and Bangor, Pa., when they were confronted with a situation which bade fair to be a serious deterrent. A culvert had been opened across the road and left by the workmen without anything in the form of a



bridge over the gap. A gap as bridgeless as the Delaware Water Gap. A slough of exceeding softness at the side of the road was the only path of passage. It was as oozy as must have been the historic "slough of despond" that interfered with the pilgrim's progress a long while ago. Already two motor trucks were mired to the hubs in the slough and there was no room to pass. A span of horses had been sent for by the truckmen and they arrived in short order. May we not imagine the horse laugh of the four footed power supply when it realized its superiority in the case in point. The trucks of perhaps 70 horse power were pulled on to dry land by 2 horse power. The road was now clear for the autos. Chains were put on the wheels of the Obermayer and the Meserole cars and the two big autos were driven across the slough. They conquered but they staggered and rolled about as though they had been violating the prohibitory law. Frisbe had a light car and no chains. His car was taken across by horse power. And now came along a Ford car. It had no chains on but it paused not a minute and made a dash for the muddy ford. The mud and water flew in all directions. Like a streak of greased lightning the little car pushed through the slough, gained the road on the other side and was away in the twinkling of an eye. Every car has its merits and demerits. Then why laugh at the slough-conquering Ford and assert that it has the flivver complaint?

There were several long detours on the route, but a detour, although in many instances it diverted the party to very poor roads, gave promise of good roads in the future.

Second Day, June 6.—The tourists toured along the west bank of the Delaware river in Penn. until Port Jervis N. Y. was reached. At high noon the party organized a League of Rations and were turned out to grass, under the trees to conquer provender furnished by the Buckwood Inn. The turnpike road to all men's hearts, we find, lies through their mouths, or we mistake mankind; and the best seasoning for food is hunger, while the conqueror of thirst is drink; and he who eats in the open air needs no other appetiser. Eggs, chicken sandwiches, cake, fruit, beer, and the grass proved a good napkin for soiled hands.

After lunch the road was taken through Stone Ridge and Marbleton where there was a preponderance of stone

houses. Building material close at hand provided inexpensive material for the construction of homes, and reduced insurance expenses. Then followed many detours and incidental rough roads until the tourists arrived at the big Ashokan Reservoir. (Natives put the accent on the last syllable. Visitors place it on the second.)

It was indeed a most interesting experience to circle the reservoir and note the wonderful accomplishment of man's skill and energy. The reservoir is the first storage basin for water from the Catskill mountains through Esopus Creek. The basin impounds the water which goes southward to a system of smaller basins on the way to New York City. To construct this huge reservoir there had to be a dam built 135 feet higher than the one at Gatun on the Panama Canal, with several dikes across gaps where the lake would have broken through the sides of the valley. Nine villages were destroyed; thirty-two cemeteries containing 2800 graves had to be removed; 11 miles of railroad had to be relocated; 64 miles of roads had to be discontinued and 10 miles of macadam road built. The reservoir is 12 miles long and one mile wide and has a maximum depth of 190 feet. It stands 590 feet above sea level. Around the reservoir are highways aggregating forty miles in length which required the construction of ten bridges all of concrete. To construct this one reservoir cost \$20,000,000, and the complete Catskill system, including the Ashokan reservoir and the several basins on the way to the metropolis called for an expenditure of \$177,000,000. A great sum but inconsiderable when we compare it with the expenses of the late war. Water has always been considered a cheap commodity but it costs something to get it into our homes.

One of the sights at Ashokan is the aeration plant, and the tourists had a chance to see it in operation. In a large concrete basin are water pipes four and five feet apart. At intervals of five and six feet in these pipes are nozzles which send up columns of water from forty to sixty feet in the air. Breaking into fine spray, the water descends almost as clean and pure as if it had been raised by evaporation and precipitated again. The permeation of the air through the sprayed water results in an admixture of oxygen and the removal of undesirable gases and other matters which would cause a bad taste and odor. It was a

beautiful sight to see this great volume of spray and the play of rainbows about it.

A ten-thousand-acre lake bordered by a five-thousand-acre sanitary zone, Ashokan is as much a delight to the eye as its waters are a joy to thirsty millions of men.

The route to Kingston and to Ferry Land was followed and the party was ferried across the Hudson to Rhinecliff, and then down the eastern bank of the river to Poughkeepsie where comrade Bullard lives. The night was spent at the Nelson House. Vassar College was in the midst of graduation exercises, and the hotel was being well patronized by friends of the girls, but the boys were not diverted from their enjoyment. 162 miles covered the second day.

The Third Day.—The route southward was somewhat different from the usual one taken by tourists down the Hudson river valley. It led to New Hackensack and around the Stormville mountain of the Fishkill range to Paterson and through the lake region wherein are the beautiful Lake Mahopac, the Osceola Lake, Lake Mohegan and a little farther on Croton Lake. New York City was formerly supplied with water from Croton Lake by an aqueduct completed in 1842. A dam was thrown across Croton river, raising the water 40 feet and forming Croton Lake. The lake is still furnishing a portion of the N. Y. City water supply. When some of us old fellows were boys and studying geography at school it was a matter of wonderment to us that water for drinking purposes had to be brought 40 miles to the New Yorkers.

Briarcliffe Lodge at Briarcliffe Manor welcomed the party for lunch. The Lodge is located on one of the most picturesque heights of Westchester County. From an elevation of 500 feet the Lodge overlooks the broad reaches of Haverstraw Bay, one of the most beautiful widenings of the Hudson, and one gets a fine view of the distant Catskill and Ramapo ranges of mountains. The boys were not altogether content with an elevation of 500 feet and the party went on to the roof to get a better view. They got it.

The hotel is well appointed in every way, a beautiful specimen of architecture, and if there is anything to surpass it in the U. S. the boys were unable to mention it. Among the distinguished persons at the Lodge, other than the Ny-law party, was the Honorable Chauncey Depew. The boys didn't speak to him because he didn't speak to them. Could

there be a better reason? The party waited a long while for the Frisbe car to show up. Three o'clock struck and it was thought best to sit down to lunch. This proceeding produced the late ones. Some very important part of the car went wrong and the crew had to work their passage along the great long weary way thereafter, meanwhile singing the well known tune of "Get out and get under."

By the time lunch was finished it was too late to think of going over the planned route and the party broke up and the members made their homeward journey each in his own way.

The pleasant time nearest at hand is always the most pleasant of all times in our memories and it may be said that this excursion ranked with many delightful times within the memory of each one of the party.

122 miles on the third day. 400 in all three days.

—o—

**White Mountain Tour of Boston Bi Club.**—The Second Annual Automobile Tour of the Boston Bi Club started from Boston on July 10 and continued four days. There were 24 in the party and the transportation required five autos. Quite an innovation was the presence of ladies, a feature which added very much to the pleasure of the tour. Those present were: Andrew O. McGarrett and wife; Dr. W. G. Kendall and Miss Kendall; Kennedy L. Clapp and wife; W. H. Edmands and wife; Marriott C. Morris and wife of Phila.; Jarvis C. Howard, of New York; Quincy Kilby, Wm. Hanlon, J. Rush Green, Chas. W. Reed, E. H. Norris, Fred J. Stark, A. E. Fairbanks, Mr. Hart and Miss Hart; Josiah S. Hathaway and Mr. A. E. Watts.

The first day of the tour was a no-let-up rainy day. The later days were the so-called rare days of June.

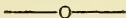
The first day sent the party to Bethlehem, the resort of the hay fever tribe, victims of the sneeze and handkerchief. The route was through Lowell, Nashua, Manchester, Concord, Franklin, Bristol, New Found Lake, Plymouth, Franconia Notch.

The second day took the party through Crawford Notch, around Mt. Washington, through Pinkham Notch to Gorham. Lunch at The Waumbeck at Jefferson. In the afternoon through Colebrook to Dixville Notch. Night at the Balsams, a magnificent hotel developed by Philadelphia capital. The third day of the tour led through Dixville

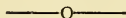


Notch, Errol, Lake Umbagog. Lunch at Bethel Inn, Bethel, Maine. In the afternoon to Poland Springs, Portland and the night at the Old Fort Inn, Kennebunkport. Here they were joined by President Whitney of the L. A. W., his wife and son.

Fourth day a start for home was made, and the route lay along the beaches of Maine, N. H. and Mass. Lunch at the Wentworth, Newcastle. Then came the last lap home. Rye Beach (why not Rock and Rye), Hampton Beach, Newburyport, Ipswich, Magnolia, Beverly, Home. The mileage for the four days was 600 miles. The tour was in every way a success, for it took in the grandest scenery of New England including the mountains of N. H. and the wave-washed shores of Maine, N. H. and Mass. And all of us, who staid at home, wished we might have been there.



**Travel Routes.**—For the past two years Robert Bruce, of Clinton, N. Y. has been engaged in a work along lines covering the historic Philadelphia-Pittsburgh route, the Pennsylvania division of the Lincoln Highway. The series of articles, beginning at Philadelphia and continuing through Lancaster, Columbia, York, Gettysburg, Chambersburg and Bedford, have been appearing in *Motor Travel*, the magazine of the Automobile Club of America, New York. These will be carried through to Pittsburgh during the coming summer, after which Mr. Bruce will bring out the through route in permanent book form. We are in receipt of a beautifully illustrated pamphlet on "Gettysburg," written in the interest of cycle tourists. Those who intend to visit this national resort should certainly have the pamphlet. 50 cents to Mr. Bruce at Clinton, N. Y.



## HISTORIC DATES OF CYCLING

- 1870 June 22—The Pickwick Bicycle Club organized in England. The earliest of all bicycle clubs.
- 1872 The Ariel Bicycle, the first of all successful bicycles. Constructed by James Starley, of the firm of Smith and Starley, of Coventry, England. Metal frame, double-wire tension spokes, steel rims, rubber tires. English wheelmen have erected, at Coventry a monument to James Starley, inventor of the Bicycle.





# Columbia

## Bicycle

Forty years ago Columbia Bicycles — the first American-made bicycles — were put upon the market.

They were given a very cordial reception. They introduced, even in those pioneering days, the highest ideals of construction excellence.

Almost overnight, they leaped into popular favor — a popularity which, as the years have come and gone, has become nation-wide — universal.

Today, Columbia Bicycles, developed and improved through two generations of constantly striving for perfection, are recognized as Standard of the World.

They represent the utmost in durability, strength, service, ease and comfort, trimness of design, snappiness of appearance.

And there is in the 1919 line a model for every man, woman, boy, or girl — a model to meet every individual requirement, every fixed price limitation.

Described and pictured in the 1919 Columbia Catalog.

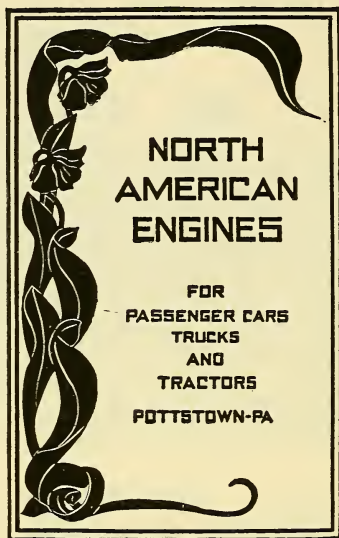
Sent anywhere on request.

**Westfield Manufacturing Company**

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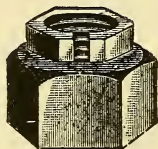
French wheelmen have erected at Bar-le-Duc a monument to Pierre Michaux, inventor of the Bicycle. Take your choice.

- 1873 June 2—Four members of the Middlesex Bicycle Club, of England, rode bicycles from London to John O'Groat's, 861 miles in 15 days. A remarkable feat for that time.
- 1873 Wm. M. Wright, of New York, in Oct. brought a Meyer bicycle from France. The first appearance of a bicycle in America. Wright had ridden several races on it in Paris. Rode it in 1873 in New York City. Early in 1874 he rode the wheel in Mass. at North Quincy.
- 1874 June 14—Prof. Brown, leader of a troupe of velocipede riders, introduced a special act by riding what was called a "Bycicle" on the stage of the Boston Theatre.
- 1876 "Bicycling News" started in England.
- 1876 David Stanton, of England, a professional wheelman came to America in search of a racing competitor. On April 17th, Wm. M. Wright, of New York, competed with him in a race and won the contest. Wright was declared a professional because he raced with a professional and under the assumed name of D. Butler. He claimed to belong to a French Cycling Association, under the rules of which he was allowed to race under an assumed name with a professional. The U. S. had no association organized to govern cycling and Wright was reinstated.
- 1876 May 10—The Centennial at Philadelphia opened on this date. Three bicycles were exhibited by Timms & Lawford of England. It is a mooted question as to what became of these bicycles. The Centennial closed Nov. 10, John G. Dalton bought a Paragon bicycle from the firm that exhibited at the Centennial and T. J. F. Lovejoy of Titusville, Penn. bought a bicycle from the same firm. These bicycles were obtained after the exhibition had closed. Dalton bought his in Sept. 1877. It has been claimed that these two were Centennial bicycles but the claim has never been substantiated.



## “The Cheapest Life Insurance”

is what **COLUMBIA LOCK NUTS** have been termed by one who knows their value. Use will demonstrate that the description was not misapplied.



REGULAR



IMPROVED

**Not like other nuts, they will NOT shake loose.**

No cotter pins or other devices needed. Made in all sizes and threads. Send us size of bolt you had to tighten that nut on yesterday. We will fit a Columbia Nut to it—FREE. A booklet with prices mailed on application.

**COLUMBIA NUT & BOLT CO., Inc., Bridgeport, Conn.**

- 1876 Timms & Lawford, who exhibited at the Centennial established an agency at Baltimore, Md. It was short lived.
- 1876 Singer & Co. of England produced the Singer Challenge bicycle. Cone bearings; trailing brake on small wheel.
- 1876 Aug.—Wm. de Noielle won the professional bicycle championship of America against W. E. Harding at New York City. A crude affair.
- 1876 John Keen, of England, rides a mile in 2.56 1-5 at Molineux Grounds, England. On Dec. 8 he rode 20 miles at Lillie Bridge in 1h. 5 min. 34 sec.
- 1877 Cunningham, Heath & Co. establish the first bicycle store in Boston.

—o—  
A grammar school teacher having asked for a short essay employing certain words ending with "tion," a pupil handed in this astonishing production:

"Father's hair is a recollection; mother's is an acquisition; sister's is an aggregation; brother's is a conflagration, and the baby's is a mere premonition."

—o—  
**Yellowstone Park Tour.** — Another bicycle tour such as was made in 1912 by eight members of the St. Louis Cycling Club through Yellowstone Park, is being planned by H. G. Wolzendorf, who conducted that tour, and has made frequent trips there awheel. Besides touring the entire road system in the park, it is planned to leave at the eastern gate for Cody, Wyo., thus enabling the riders to spend two days on the famous ninety-mile canyon road. Wolzendorf will probably act as tourmaster again, owing to his familiarity with the roads and points of interest in the park.

—o—  
**John S. Prince** is still at it building cycle tracks of saucer shape. In Ft. Worth, Texas, Prince has an offer to build a three-lap track. Henry Lewis, an old-time rider, now interested in oil, has interested some sporting men in the venture and wired Prince that plenty of backing was available. Lewis has in mind M. J. Graves, the former racing man, as manager.

According to Prince he plans to return to the Pacific Coast immediately after building these two tracks. He states that he has assurances from dealers and business men in Stockton, Sacramento, San Jose and Fresno, that if the San Francisco track now being constructed is a financial success, they will get behind track projects in those cities.

**From the President.**—To the Members of the L. A. W. It has been a few months since I have communicated to you through the medium of the Official Bulletin. "Big Business" and the making of reports to fatten the Government Treasury is the excuse.

The riding and vacation seasons are now with us and it is the wish of your President that all members enjoy to the utmost, at this time, their trip by wheel, auto or whatever conveyance pleases with the hope that in September those who have the good fortune to take their vacation at this time, will reserve a few days to attend the meeting of the National Assembly and participate in the "Wheel About the Hub."

The Nylaw Tour is now a thing of the past, it was a success, and at this writing the Annual Automobile Tour of the Boston Bi Club is being carried out. A very attractive program being arranged.

These two events, while being in automobiles, are participated in by L. A. W. members and it is the feeling of comradeship that goes along with those participating.

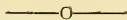
The organization is gradually getting members which is gratifying, and it is hoped many more will join previous to the meeting in September.

Esstee is always ready to receive and issue membership cards to all who apply, and I urgently request that an extra effort be made to get in a large number of members before the Annual Meeting.

Hoping to meet you in September and renew acquaintance, I am

· Fraternally, E. G. Whitney.

Dover, July 10, 1919.



**National Assembly Meeting.**—The Annual Meeting of the National Assembly will be held at the Hotel Marlgrave, 33 Bromfield St., Boston, on Thursday evening, Sept. 11th at 8 o'clock. There will be read reports of officers, the annual election of officers and such business as may be brought up will be considered. We hope for a large attendance. Ballots to be voted by mail by those who cannot attend the meeting will be forwarded to delegates.

Fraternally,

Abbot Bassett, Secretary-Treasurer.

105 Central Avenue, Newtonville, Mass.



**Annual Dinner of the L. A. W.**—The Annual Dinner of the L. A. W., to which all members of the League are cordially invited, will be held at Hotel Marlgrave, No. 33 Bromfield St., Boston, on Thursday evening, Sept. 11th, at 6 o'clock. Dinner tickets \$1.50, and we may rely upon having the best dinner that can be had in Boston at the price. It is hoped that the Boston members will respond to this invitation, since they are in a measure the hosts of those who come from a distance. Come and enjoy, as well as help make, a good time. Bring guests if you wish to. As we have to guarantee a given number of plates, it is important that the Secretary be notified, on or before September 8th, by those who will dine with us. Don't fail to notify.

Fraternally,

Abbot Bassett, Secretary-Treasurer.

105 Central Avenue, Newtonville, Mass.

—○—

### NEW MEMBERS

The following new members of the L. A. W. have been enrolled since the last issue:—

1094 — Oliver Perry Bernhart, Detroit, Mich.

1095 — Carolyn B. Nickerson, Orleans, Mass.

1096 — Wm. H. Austin, Lynn, Mass.

—○—

1097—Chas. Lee Barr, St. Louis, Mo.

1098—F. Brod, St. Louis, Mo.

1099—J. B. Freeman, St. Louis, Mo.

1100—O. F. Hassemer, St. Louis, Mo.

1101—Fred Hunicke, St. Louis, Mo.

1102—C. B. Jansky, St. Louis, Mo.

1103—E. A. Keuthan, St. Louis, Mo.

1104—W. C. Martin, St. Louis, Mo.

1105—G. J. Page, St. Louis, Mo.

1106—Theo. Scheel, St. Louis, Mo.

1107—L. M. Stringer, St. Louis, Mo.

1108—Charles Berkholz, St. Louis, Mo.

1109—W. H. Bredenkoetter, St. Louis, Mo.

1110—Harry DeVries, St. Louis, Mo.

1111—T. C. Hunicke, St. Louis, Mo.

1112—Carl Lindenschmit, St. Louis, Mo.

1113—Wm. L. Moeller, St. Louis, Mo.

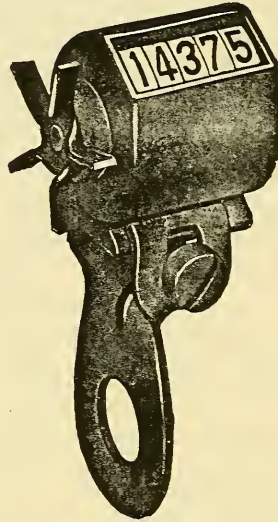
1114—R. M. B. Tidd, Webster Groves, Mo.

1115—R. C. Warncke, St. Louis, Mo.

1116—Arthur W. Zukowski, St. Louis, Mo.

All the above, except the first three, members of the St. Louis Cycling Club

# Veeder Cyclometer for Bicycles



*Simplicity*

*Accuracy*

Registers 9999.9 miles and repeats. Dust and waterproof. Figures large enough to be read from saddle. Price \$1.25.

## Veeder Trip Cyclometer

With an extra dial which can be set back to zero to register the mileage of each trip. Price \$2.50.

## Veeder Motorcycle Trip Cyclometer

Made stronger than the regular bicycle cyclometer and is designed to withstand the harder usage due to the high speed of motorcycles. Price \$3.00.

## Veeder Odometer

To register mileage of automobiles and horse-drawn vehicles.

We guarantee Veeder Cyclometers and Odometers for one year against imperfections in materials or workmanship.

Complete descriptive catalogue sent on request.

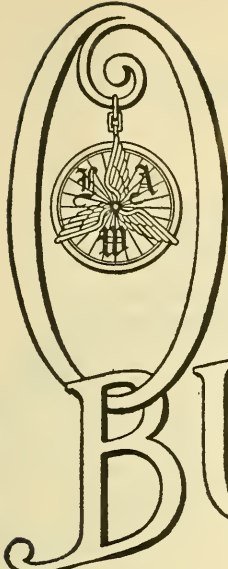
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C. H. VEEDER, President

H. W. LESTER, Secretary

D. J. POST, Treasurer.



**OFFICIAL  
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AND SCRAP BOOK  
OF THE  
LEAGUE OF AMERICAN WHEELMEN**

PUBLISHED MONTHLY

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**SEPTEMBER, 1919**

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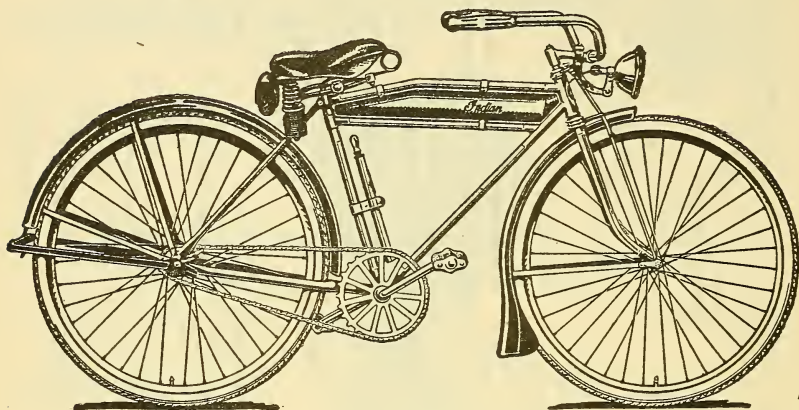
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105 Central Avenue, NEWTONVILLE, MASS.

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or for yourself—it makes no difference for you will want an electrically equipped

## INDIAN BICYCLE

With its motorcycle lines, Indian tank battery container, coaster brake, double forks, long-braced handlebars, electric light, and large reflector it represents the biggest bicycle value in the world.

Or if it's a daughter or wife who desires to enjoy healthful out-of-door sport, there are models in the Indian line which give the same great value.

The electrically equipped model is priced at \$45—  
Ten other models ranging in price from \$26 to \$45.

HENDEE MANUFACTURING COMPANY

LARGEST MOTORCYCLE MANUFACTURERS  
IN THE WORLD

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SPRINGFIELD, MASS.

# OFFICIAL BULLETIN

AND SCRAP BOOK OF  
THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - - EDITOR

105 Central Avenue, Newtonville, Mass.

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## ADVERTISING RATES

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Entered as Second Class Matter, January 15, 1914, at the Post Office, at Boston, Mass.,  
under the Act of Congress, March 3, 1879.

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VOL. 17. NO. 9.

SEPTEMBER, 1919

5 Cents

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**September.**—Back from your summer vacation, in the busy old town once more, away from the vicious mosquitoes, and the chiggers that sting and bore; with your neck all raw and blistered, and your nose as red as a beet, you'll find that the city is cheerful and that life in the town is sweet.

—o—  
Teacher—Don't you know that punctuation means that you must pause?

Willie—'Course I do. An auto driver punctuated his tire in front of our house Sunday and he paused for half an hour.

—o—  
“Pretty dry time at the club dinner last night, eh, old man?”

“Well, the orchestra gave us a lot of Meyerbeer.”

—o—  
Teacher—Now, children, what is the purpose of the calendar?

Bright Boy—It's to tell you where you'd orter get your life insured.

—o—  
The manner in which the Peace Congress has taken away her former possessions must give Germany another interpretation of her oft-used phrase, “The freedom of the seize.”

—o—  
**North American Motor Company.**—Under the laws of Delaware a corporation has been formed which will include the Bethlehem Motors Corporation of Allentown, Pa., and the North American Motor Company of Pottstown, Pa. By this deal the Bethlehem organization takes over the North American company, which has been an advertiser with us up to the time of the consolidation. Mr. Geo. R. Bidwell,



who was President of the N. A. M. company, is now on the board of directors of the new corporation.

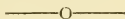
—○—  
**September** seems to be in the "nine holes." In dating a letter on the ninth day we should write it—"9-19-1919." Also bear in mind that Sept. 20 is Father's Day and every father should wear a red, white and blue ribbon.

—○—  
**The High Cost of Riding.**—The recent strike on the Boston Elevated Railroad resulted in an increase of fare to ten cents. This would mean an expenditure of twenty cents every day for the workman who lives a long distance from his work. The Elliott Addressing Machine Co. of Cambridge, found and are carrying out a remedy for this high cost of transportation. They went into the market and bought up all the moderate priced wheels they could find. They procured 60 bicycles. Then they made this proposition to the workmen. "It will cost \$1.20 a week for transportation. We will let you have a bicycle for \$1.00 a week. Thus you will save 20 cents on fares every week. The bicycles cost us \$30 each. We will knock off \$1.00 on a machine. When you have ridden 29 weeks and paid us \$1.00 for each week, the bicycle is yours." Every bicycle was taken on these terms. The girls wanted to come in and a lot of ladies' machines were bought and furnished to the girls on equal terms with the men. The girls had to learn the "How to Ride" and they proved to be apt scholars. The bicycle path has always been one of pleasure, and now it is pleasant by its aid to knock out the H. C. L.

—○—  
**New Haven Bicycle Club Veteran Association** held its annual outing on July 27. Laid aside the work-a-day worry and returned to the joys of youth. Bathing, eating clams, telling stories of the long ago and enjoying the delights of fresh air.

—○—  
**Golden Wedding.**—Mr. and Mrs. Nelson S. Cobleigh, of Brooklyn, N. Y. celebrated their Golden Wedding on June 29, 1919. They were married in Boston in 1869. Mr. Cobleigh has been a member of the L. A. W. since 1896 and has been active in L. A. W. work and has been present a few times at the W. A. T. H. Mrs. Cobleigh is Boston born and is the daughter of Charles B. Rice for many years

Superintendent of the Faneuil Hall and Quincy Markets. She is a cousin of the wife of Wm. F. Hall of Somerville, who is a brother of Thomas H. Hall of the Boston Bicycle Club. In behalf of the L. A. W. membership we extend congratulations.



**Vice President Frisbie to the Members of the L. A. W.**—In the April issue of the Bulletin I sent you a letter which I trust you all read and made the resolve to get at least one new member. That some have done so is shown by the applications that have been published from time to time. But we would be pleased to see many more. In Sept. comes the annual meeting in Boston, followed by the Wheel About the Hub. Let me urge the old timers to make an extra effort to be in Boston at that time.

The dinner just before the meeting is a good one and a jolly good time is had and the meeting of old friends is well worth the trip.

The next two days comes the Wheel About the Hub, and any who have taken that trip in the last few years do not miss it if they can possibly help it. We would be glad to see many new faces with us this year and if you come I know you will be well repaid and will make it a point to come every year.

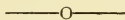
Think this over, you who have not met the Boys for a long time, and come and make this the best meet we ever had.

Fraternally yours,

W. M. Frisbie,

1st Vice President.

New York, July 13, 1919.



**Halbert W. Greenwood.**—On May 16, 1919, Halbert W. Greenwood died at his home in St. Louis. He was very prominently identified with bicycling in the early eighties and in a very large measure contributed to the activities that earned world wide fame for St. Louis bicyclists for their hill climbing, long distance racing, and other tough road riding characteristics.

Greenwood was one of the party of three that made the first bicycle run from DeSoto to St. Louis over that famous highway.

It was in the summer of 1883 that a DeSoto dentist came into the store where Stone sold bicycles to purchase a wheel and described a good road leading from DeSoto to Hillsboro. On hearing this report, Cola Stone, Chas. E. Duryea and Greenwood, members of the famous Missouri Bicycle Club, the first wheeling club in St. Louis, left at 4.00 o'clock one Sunday morning and rode out the Gravois road to Morse's Mill which was reached at 10.00 o'clock. From there they followed a trail to Hillsboro where horseback riding was the sole mode of travel and where note was made that they had to wade through a creek fifteen times in the eight miles. DeSoto was finally reached at 3.00 o'clock and the three then rode back to Hillsboro where they spent the night.

Early Monday morning they started back to St. Louis, so that the first bicycle ride over the road was not from St. Louis to DeSoto, but the reverse way. After these riders told of their trip and the wonderful series of hills on the road, there were soon regular runs and contests over it and it became known all over the country.

While many a hard fought contest occurred on the road, nothing compared with the famous match race between Hal Greenwood and Percy Stone in July 1887, which was undoubtedly the hardest-fought cycling contest ever seen in this country and one which could in point of interest with difficulty be equaled in any line of sport.

At that time an intense rivalry existed between the Missouri Bicycle Club and the St. Louis Cycling Club. Stone rode for the former and Greenwood for the latter. The direct cause of the race came out of the constant efforts of the clubmen to get ahead of one another, and a boast of Greenwood's to the effect that he could beat any man in the country on a run to DeSoto and back. The brag was caught up and a direct challenge quickly followed.

The race started at 5 a.m. from the Missouri Bicycle Club house on Thirty-first and Olive Streets and a terrific pace was immediately set, so terrific, in fact, that the fast contingent of both clubs who were detailed to accompany their respective leaders for a part of the way were hopelessly shaken long before the Meramec River was reached. When Stone crossed the Meramec he was nearly a mile in the lead, but Greenwood made up the gap before the next five miles to Frisco Hill were covered.

From here on the riders rode almost neck and neck all the way to "Bulltown," Greenwood pumping his Star and Stone pedaling his ordinary as fast as he could down the hills; the backbone of his ordinary swinging from side to side as the little wheel bounded over the loose stones. This was the fashion in which this race was ridden.

Cyclists and automobilists nowadays marvel at the skill of any one who dares to descend those steep hills without the use of the brake, but they cannot form the slightest conception as to how these two riders on high bicycles ever rode down those hills all the way to DeSoto at full speed without a single fall.

Then the road was also much rougher than today and many of the creeks were unbridged. The fact that Stone rode an Ordinary and Greenwood a Star (the high bicycle with the small wheel in front), added still more interest to the contest.

At "Bulltown" Greenwood made a brief stop for food, while Stone continued on to Hillsboro, where he made a stop for a similar purpose.

Here Greenwood passed Stone and beat him to DeSoto by only five minutes, reaching the town four hours and twenty-three minutes after leaving St. Louis, a most wonderful performance and a record that stood for many years till it was finally lowered by A. G. Harding on a safety to three hours and five minutes.

When Stone reached DeSoto he decided to quit, and Greenwood, being already on his return trip, knew nothing of Stone's action and rode all the way back, hard as he could, thinking that Stone was hot in pursuit. In those days there were no telephones, and the bicycle was the fastest vehicle on a public highway.

In 1887 Greenwood attracted the attention of the whole cycling world to St. Louis in contesting for the world's hill climbing championship with Jno. A. Wells of Philadelphia.

The hills climbed were Eagle Rock, near Newark, and Kimmswick on the DeSoto road near St. Louis. Greenwood won easily.

Greenwood played a most important role in the stirring scenes of very early bicycling activities in St. Louis and his wonderful skill, strength and stamina contributed largely to the fame brought to St. Louis by those fine, hardy, en-

thusiastic bicycling pioneers among whom are recalled Cola and Percy Stone, Lindell Gordon, Dr. E. N. Senseney, Geo. Lueders, Arthur Young, Geo. C. Oeters, Jack Rogers, L. J. Berger, Thos. Reynolds, Robt. E. Lee, E. C. Klipstein, E. N. Sanders, Richard Hurck, E. W. Pattison and others.  
George Lang, Jr.

—o—  
**Three Flag Record.**—Out on the Pacific Coast the wheelmen have located a new course for record riding. They call it a "Three Flag Record" since the course is located in three countries. From Canada in the north to Mexico in the south and through California. On July 11th, E. G. Baker, known as "Cannonball Baker," on an Indian motorcycle, covered the 1,714-mile ride from the Canadian line in 59 hours, 47 minutes, elapsed time. Baker's average, including all stops, was 28.67 miles per hour. The course is over many miles of mountain roads, over five lofty ranges, through miles of shifting desert sands and miles of congested city traffic. July 26 he drove an Indian side-car outfit over the course, carrying a passenger, in 65 hours, 53 minutes. Faster than the automobile record by 32 hours, faster than the best train time by 14 hours.

—o—  
**An Early Wheel.**—Just fifty years ago the first velocipede appeared on the streets of Doylestown, Penn. A newspaper article printed at that time says:

"Doylestown at last has a velocipede. It belongs to Cope, attorney. The daring rider was Brown, who stays at the Crowell House. The people lined the pavements to look at the novel display, and considering the circumstances, the rider did remarkably well. The velocipede may answer the purpose of a plaything, but as a vehicle for transportation it requires rather too much hard work."

—o—  
**Tour to Waterloo.** — Fifteen members of the St. Louis Cycling Club left St. Louis on May 10, and pedaled via Cahokia and Columbia to Waterloo, Ill., twenty-seven miles, where they stopped over night. Sunday morning a cross-country trip via Millstadt was made to Belleville, where eighteen members who had left the west end of the Eads Bridge Sunday morning at 9 o'clock were met for dinner at the Belleville House. The sight of thirty-three riders, occasionally in single file, created no little interest and curios-



ity during the return trip from Belleville and over the Free Bridge. Despite recent heavy rains the dirt roads of Illinois were in fair condition, some stretches having been dragged Saturday morning. The only difficulty encountered was on a stretch of about three miles between Millstadt and Belleville, due to deep ruts made by heavy wagon traffic.

—○—

**The True "Spirit" of Bicycling** may be found strongest, perhaps, in the English wheeler. Writing recently in "Bicycling News," of Birmingham, a staunch patron of the wheel puts his appreciation in this impressive fashion:

"I have ridden, driven (horseflesh and cars), swam, boated, steamed (on fresh and salt water), tobogganed, skated, climbed, walked. I have had (generally lent to me) under my hands some of the sweetest things of cardom, and I have also had a decent car or two of my own. But I swear, hand up, the fear of God before me, that there is no movement-sensation in the world of things as they are which compares with the progress of a good bicycle, one that fits the rider, ridden by anybody with an open mind, a clean tongue, and a free skin.

"That's why I am trying to help along the cycling movement, to advocate the use of the cycle all the year round, by old, middle-aged or young, of either sex."

—○—

**Surplus Motor Vehicles.**—A large number of motor vehicles which the war department believes are no longer needed, now that hostilities have ceased, will be disposed of as soon as possible, it is announced. The adopted policy of disposition gives the first chance of acquiring them to the various government agencies, after these will come their manufacturers and lastly the public.

—○—

## HISTORIC DATES OF CYCLING

1877 May—R. H. Hodgson began the manufacture of bicycles at Newton Upper Falls, Mass. Made a number of bicycles this year.

The way in which he constructed his first wheel is interesting. It was an evolution from a baby-carriage. In anticipation of the arrival of an addition to his family, Mr. Hodgson built a baby carriage, with wire wheels, the tension of the spokes of which was



# Columbia

## Bicycle

Forty years ago Columbia Bicycles — the first American-made bicycles — were put upon the market.

They were given a very cordial reception. They introduced, even in those pioneering days, the highest ideals of construction excellence.

Almost overnight, they leaped into popular favor — a popularity which, as the years have come and gone, has become nation-wide — universal.

Today, Columbia Bicycles, developed and improved through two generations of constantly striving for perfection, are recognized as Standard of the World.

They represent the utmost in durability, strength, service, ease and comfort, trimness of design, snappiness of appearance.

And there is in the 1919 line a model for every man, woman, boy, or girl — a model to meet every individual requirement, every fixed price limitation.

Described and pictured in the 1919 Columbia Catalog.

Sent anywhere on request.

**Westfield Manufacturing Company**

Dept. 22      WESTFIELD, MASS.

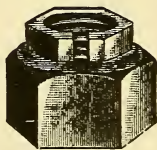
brought about by a sliding flange on the hub, a device on which he applied for a patent. This was the first wire wheel made, and recognizing that, with its tension spokes, it was much stronger than the ordinary wooden wheel, he made a larger one which was tested by several months' use on a butcher's wagon, in connection with three wood wheels. Finding that it stood up remarkably well, he fitted a "backbone" and a smaller wheel to it, and after riding it himself awhile, sold it to a Boston lawyer. He called his wheels "Velocity" and "Newton Challenge." Lacking capital he sold out to McKee & Harrington of New York and entered their employment as Superintendent of their factory.

- 1877 May 29—A. D. Chandler, of Brookline, Mass., imported a Singer Challenge Bicycle. Paid duty, under protest, of 45 per cent at Boston Custom House claiming it to be a carriage, and that the duty should be 35 per cent. Appealed to U. S. Treasurer, John Sherman who allowed the claim and since that day the bicycle has been recognized as a carriage. Mr. Chandler rode the wheel in and about Boston a good deal and is recognized as one of the earliest riders of the wheel in the U. S.
- 1877 Will S. Atwell, of Boston, makes, for Col. A. A. Pope at the Newhall Machine Shop, a bicycle. It was supervised by John Harrington, of England who was at that time on a visit to America. It was made at a cost of over \$300, and weighed 70 lbs. It was ridden in and about Boston and disappeared over the sales counter. In later years the Pope Co. tried, in vain, to recover it.
- 1877 Sept. 19—J. H. Hughes, of England granted a patent for adjustable ball bearings.
- 1877 Dec. 22—The American Bicycling Journal, published in Boston by Frank W. Weston, Published once in a while. Last number, the eighteenth, published Nov. 1, 1879. In the first number was published a call for the formation of a bicycle club, a page advertisement of Cunningham, Heath & Co., importers of English Bicycles and several advertisements of places to eat and drink.

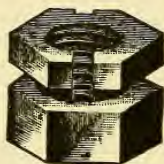
- 1878 Bicycle Clubs formed this year: Boston, Feb. 12; Suffolk, April 13; Bangor, Sept. 1; San Francisco, Nov. 28; Montreal, Dec. 2.
- 1878 Jan. 19—Cunningham, Heath & Co. open riding school at 22 Pearl St. Prof. Wm. R. Pitman, instructor. Lessons 50 cents. Admission 10 cents.
- 1878 Jan.—Pope Mfg. Co. received first lot of English bicycles on sale at 87 Summer St., Boston.
- 1878 Jan. 79—Charles A. Booth of Boston, challenges any man in America to a bicycle race any distance from 5 to 50 miles for \$500 to \$1000 prize. Also the same amount for fancy-riding tricks on the bicycle.
- 1878 Feb. 2—By-Laws and Rules for the proposed Bicycle Club in Boston, published in the Am. Bi Journal. Among other provisions was one for a yearly championship race from Fitchburg to Boston.
- 1878 Feb. 8—Daniel Rudge, of England, takes out a patent for adjustable Ball Bearings.

## “The Cheapest Life Insurance”

is what **COLUMBIA LOCK NUTS** have been termed by one who knows their value. Use will demonstrate that the description was not misapplied.



REGULAR



IMPROVED

**Not like other nuts, they will NOT shake loose.**

No cotter pins or other devices needed. Made in all sizes and threads. Send as size of bolt you had to tighten that nut on yesterday. We will fit a Columbia Nut to it—FREE. A booklet with prices mailed on application.

**COLUMBIA NUT & BOLT CO., Inc., Bridgeport, Conn.**

- 1878 Tuesday, Feb. 12. Boston Bicycle Club organized. First bicycle club in the U. S. Fourteen wheelmen present at the meeting. Geo. B. Woodward, President.
- 1878 Feb. 15—First tricycle from England on exhibition by Cunningham, Heath & Co.
- 1878 347 bicycle clubs reported in England.
- 1878 Feb. 16—Bicycle Union organized in England.
- 1878 March 2—David Stanton, English professional, rides 1,000 miles in 6 days at Agriculture Hall, London.
- March 2, Chas. A. Booth rides 20 miles against time at Boston Skating Rink. Time 59 min. 57 sec. Time and distance doubted.
- March 9—First Bi Club run in America at Boston, by Boston Bi Club. F. W. Weston, Capt. Run to Longwood home of President Woodward. 14 wheels in line. W. R. Pitman started on a tricycle but could not keep up with the others and turned back.
- March 16—First Advt. of Pope Mfg. Co. advertising English bicycles in stock. Advt. in Am. Bi Journal.
- March 25—Wm. R. Pitman rides from Haverhill to Boston, 40 miles. Greeted at the finish by many wheelmen.
- May 24—First amateur bicycle race in America at Beacon Park, Boston, by Harvard College Athletic Association. Won by C. A. Parker, 3 miles in 12 min. 27 sec.
- May 25—Charles E. Pratt and Edward C. Hodges rode to West Boylston and return, 50 miles.
- May 26—Pope Manufacturing Co. contracts with Weed Sewing Machine Co. of Hartford, Conn., to manufacture bicycles.
- April 19—Will R. Pitman rode from Fitchburg to Boston, 57 miles. Greeted by large crowd at the finish.
- July 4—Will R. Pitman wins a race at Lynn, Mass., on the street around the Common in the forenoon. In the afternoon wins a race at Brockton Fair, beating Geo. S. Harrison, a professional. Pitman was offered money but asked the Committee to purchase a silver cup. Harrison won second prize and took money.



Aug. 5—Bicycle Touring Club formed at Harrogate, England. Headquarters at London. In 1883 name changed to Cyclists' Touring Club.

Sept. 1—First bicycles, made at Hartford for Pope Man'fg. Co., put on the market. 52 inch listed at \$92.50.

Oct.—Will R. Pitman sent to New York by Pope Man'fg. Co. to demonstrate the new Columbia Bicycle. Rode it on the streets and was arrested. Chas. A. Dana and others secured his release.

Oct. 19—Race, promoted by the Boston Bicycle Club, around the Chestnut Hill reservoir. Won by G. R. Agassiz. 1 mile in 3:21½.

Oct. 29—F. S. and E. P. Jaquith rode 100 miles around Chestnut Hill reservoir. 11 hours 45 min.

Nov. 30 — 20 mile race by Boston Bicycle Club. Chestnut Hill to Wellesley and return. Geo. R. Agassiz and Capt. J. C. Sharp of the Suffolk Bi Club completed the course in 1 h. 46 min. 45 sec. 75 men started.

Dec. 25—John Keen wins 1 mile championship of England at Wolverhampton. Time 3 m. 10 sec.

1879 Jan. 3—Races by N. A. A. A. at Winter Garden, N. Y. 2 mile race won by Wm. M. Wright in 9 m. 54 sec. He was declared a professional and 1st prize went to Joe Lafon; 2d prize to Will R. Pitman.

Jan. 25—First advertisement of Columbia Bicycles by Pope Mfg. Co. in American Bicycling Journal.

Jan. 27—Hebrew Fair Bicycle races in Boston. 2 mile race won by Capt. J. C. Sharp, of the Suffolk Bicycle Club. 1 mile race won by Harry M. Pope.

1879 The following were among the Bicycle Clubs organized in 1879:—Massachusetts, Feb. 1; Fitchburg, Feb. 21; Buffalo, Feb. 22; Salem, March 1; Essex of Newark, March 8; Worcester, April 9; Harvard, April 17; Philadelphia, May 22; Brockton, June 21, Germantown, July 5; Providence, July 7; Detroit, Sept. 2; Cleveland, Sept. 30; New York, Dec. 18.

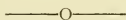
1879 The Cyclist newspaper started in England.

1879 Five wheelmen arrested in Brockton, Mass., for riding bicycles on Sunday. Fined \$10 each. They appealed to a higher court and were discharged.

**National Assembly Meeting.**—The Annual Meeting of the National Assembly will be held at the Hotel Marlave, 33 Bromfield St., Boston, on Thursday evening, Sept. 11th at 8 o'clock. There will be read reports of officers, the annual election of officers and such business as may be brought up will be considered. We hope for a large attendance. Ballots to be voted by mail by those who cannot attend the meeting will be forwarded to delegates.

Fraternally,

Abbot Bassett, Secretary-Treasurer.

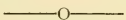


**Annual Dinner of the L. A. W.**—The Annual Dinner of the L. A. W., to which all members of the League are cordially invited, will be held at Hotel Marlave, No. 33 Bromfield St., Boston, on Thursday evening, Sept. 11th, at 6 o'clock. Dinner tickets \$1.50, and we may rely upon having the best dinner that can be had in Boston at the price. It is hoped that the Boston members will respond to this invitation, since they are in a measure the hosts of those who come from a distance. Come and enjoy, as well as help make, a good time. Bring guests if you wish to. As we have to guarantee a given number of plates, it is important that the Secretary be notified, on or before September 8th, by those who will dine with us. Don't fail to notify.

Fraternally,

Abbot Bassett, Secretary-Treasurer.

105 Central Avenue, Newtonville, Mass.



## NEW MEMBERS

The following new members of the L. A. W. have been enrolled since the last issue:—

1117—John F. Gillin, Cleveland, Ohio.

1118—E. C. Bennett, New York City.

### St. Louis Cycling Club, 5 members

1119—Albert F. Dietrich, St. Louis, Mo.

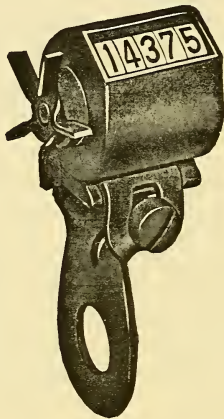
1120—H. W. Lang, St. Louis, Mo.

1121—Thomas Stead, St. Louis, Mo.

1122—Wm. Wetteroth, St. Louis, Mo.

1123—Robert Kessler, Pueblo, Colo.

# Veeder Cyclometer for Bicycles



*Simplicity*

*Accuracy*

Registers 9999.9 miles and repeats. Dust and waterproof. Figures large enough to be read from saddle. Price \$1.25.

## Veeder Trip Cyclometer

With an extra dial which can be set back to zero to register the mileage of each trip. Price \$2.50.

## Veeder Motorcycle Trip Cyclometer

Made stronger than the regular bicycle cyclometer and is designed to withstand the harder usage due to the high speed of motorcycles. Price \$3.00.

## Veeder Odometer

To register mileage of automobiles and horse-drawn vehicles.

We guarantee Veeder Cyclometers and Odometers for one year against imperfections in materials or workmanship.

Complete descriptive catalogue sent on request.

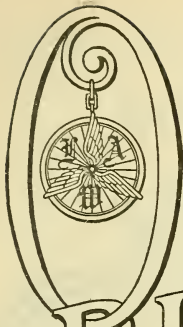
## The Veeder Manufacturing Co.

Hartford, Conn.

C. H. VEEDER, President

H. W. LESTER, Secretary

D. J. POST, Treasurer.



**OFFICIAL  
BULLETIN  
AND SCRAP BOOK  
OF THE  
LEAGUE OF AMERICAN WHEELMEN**

PUBLISHED MONTHLY

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**OCTOBER, 1919**

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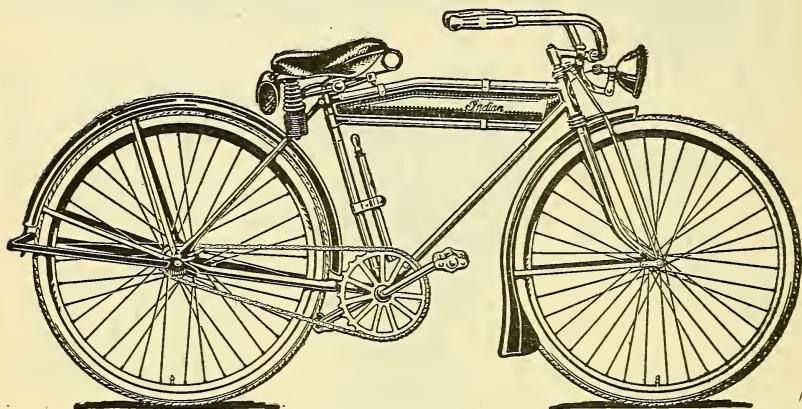
**50 Cents Per Year; 60 Cents in Boston Postal  
District (for extra postage) 5 Cents Single Copy**

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**L. A. W. PUBLISHING COMPANY**

105 Central Avenue, NEWTONVILLE, MASS.

# For Your Boy



or for yourself—it makes no difference for you will want an electrically equipped

## INDIAN BICYCLE

With its motorcycle lines, Indian tank battery container, coaster brake, double forks, long-braced handlebars, electric light, and large reflector it represents the biggest bicycle value in the world.

Or if it's a daughter or wife who desires to enjoy healthful out-of-door sport, there are models in the Indian line which give the same great value.

The electrically equipped model is priced at \$45—  
Ten other models ranging in price from \$26 to \$45.

HENDEE MANUFACTURING COMPANY

LARGEST MOTORCYCLE MANUFACTURERS  
IN THE WORLD

DEPT. L

SPRINGFIELD, MASS.



# OFFICIAL BULLETIN

AND SCRAP BOOK OF  
THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - - EDITOR

105 Central Avenue, Newtonville, Mass.

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## ADVERTISING RATES

\$1.15 an inch for first insertion and each new setting. Repeat  
insertion \$1.00 an inch

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Entered as Second Class Matter, January 15, 1914, at the Post Office, at Boston, Mass.,  
under the Act of Congress, March 3, 1879.

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VOL. 17. No. 10.

OCTOBER, 1919

5 Cents

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**National Assembly, L. A. W.** — The annual meeting of the National Assembly, L. A. W., was held at Marliave's Hotel, Boston, on Thursday evening, Sept. 11. The following delegates and members were present:—President Elmer G. Whitney; Vice-President Wm. M. Frisbie; Sec.-Treas. Abbot Bassett; Ex-Presidents Chas. J. Obermayer, Geo. L. Cooke, Quincy Kilby, Ex-Vice President J. C. Howard. Also Arthur P. Benson, H. W. Bullard, Chas. A. Collins, D. A. Cook, W. Chase, Henry Crowther, A. G. Fisher, J. Rush Green, R. E. Hamlin, Norman F. Hesseltine, Thos. H. Hall, A. R. Jacobson, F. D. Irish, Royal T. Lapham, James M. McGinley, Louis R. Muller, E. H. Norris, Chas. C. Ryder, Prof. W. W. Share, Joseph W. Swan, W. H. Stafford, A. H. Sanborn, Edward C. Wade.

President Whitney was in the chair. The first business in order was the

**Report of the Secretary-Treasurer.**—In this, the ninth month of the year 1919, we celebrate our thirty-ninth anniversary gathering. Of the 151 wheelmen who were in the parade at Newport, May 31, 1880, there are but seven on our list of members at the present time. These are: C. Kirk Munroe, then of New York, now of Florida. He was our first Commander. The Commander ranked next to the Vice-President. The office was abolished a few years after the Meet. Albert S. Parsons, of Lexington, Mass., was our first Corresponding Secretary. Hugh L. Willoughby, of Newport, R. I., was the first Treasurer. In addition we have Edward K. Hill of Worcester, Mass.; Edward W. Pope of Newton, Mass.; George B. Woodward and C. S. McCulloh,

of New York, Twenty-two members remain who joined the L. A. W. after the Meet, during the year 1880. On our "Founders" list, which includes those who joined the League during the first ten years of its existence there are 290 members.

There are many of us who have been in the saddle since the early years of the cycle and there are a large number to whom the saddle is no more than a pleasant recollection. We began riding on poor roads over which the silent steed failed to run as easily as we wished it might. We set forces in motion which made our paths smoother and our riding easier. We began on top of a high wheel and later came down to a lowly model which gave us safety. We rode at first on a rope of rubber and progressed to the comfort of an air-shod tire. The steed, the roads, the enjoyment have been improved and advanced and all this because in 1880 a group of wheelmen organized to put more usefulness and pleasure into the horseless vehicle that had come to them. And now that 39 years have passed we look back upon what we have accomplished with great satisfaction and feel that we have a right to glorify the achievements that we have brought forth. We take an honest pride in the fact that the L. A. W. started the movement which has resulted in improved highways over the length and breadth of the land. Other organizations have taken over the work of highway improvement and the U. S. Government has spent millions for the cause, but all such other workers came forward after the L. A. W. had the work well advanced. We may well say that "Great oaks from little acorns grow," and claim to be the acorn.

During the year we have renewed 519 members and added 83 new members. This is the largest record for new members in 15 years and the total record of applicants for the last 5 years is only 87. The totals by States are as follows:—Calif., 26; Colo., 7; Conn., 45; Del., 1; D. C., 5; Fla., 5; Geo., 1; Idaho, 2; Ill., 35; Ind., 7; Iowa, 5; Kan., 3; Ky., 9; Me., 6; Md., 11; Mass., 155; Mich., 12; Minn., 2; Mo., 37; Mont., 1; N. H., 22; N. J., 59; N. Y., 187; No. Car., 1; Ohio, 31; Ore., 2; Penn., 145; R. I., 38; Texas, 2; Utah, 1; Va., 1; Vt., 1; Wash., 1; W. V., 2; Wis., 20; Wyo., 1; Canada, 2; England, 2; France, 1; Phil. Ids., 1; Hawaii, 1; Total, 896. Total in 1918, 874; Gain in membership, 22. Important

gains by States: Conn., 34-45; Mo., 13-37; Wis., 10-20. Other small gains have been made. This year shows the only gain in membership since 1898, when we reached the high peak of membership, 102,636; in 1899 the total was 76,994, a loss of 25,642; in 1900 the loss was 26,422; in 1901 the loss was 26,244; in 1902 we lost 13,699, this was the last five-figure loss, and the totals have been dropping every year until the present one. A loss occurred in every one of 21 years.

The gain this year has been largely owing to the active work given to the cause by W. M. Frisbie and Fred Atwater, who secured a bunch of members from the New Haven Club; H. C. Wolzendorf and E. A. Keuthan of St. Louis and Terry Andrae of Milwaukee.

Our loss by death during the year has not been large,—Willis Farrington of Lowell, Mass. (one of our Founders); Dr. Clarence J. Blake of Boston; Henry L. Hiscock, of Boston; Frederick G. Bourne of New York, were among those who passed away.

A large proportion of our active membership is due to renew in April. This year the dues of 333 members fell due in April and of this number 315 have renewed, and 8 deaths have been reported.

Our receipts from applicants have been \$83. Our receipts from renewals have been \$28 in excess of the receipts of last year. The receipts for the Guarantee Fund, which makes it possible to maintain the Official Bulletin, have been larger by \$160.31 than those of last year. This large excess can be accounted for from the fact that very many contributors have preferred to pay the full amount of money pledged for five years rather than pay yearly the sum guaranteed for each one of the five years. So large an amount will not be received in any one of the five years to come, but the excess will be used to make up any deficiency that may occur.

The salary of the Secretary-Treasurer has been increased from \$139 to \$150 and this munificent advance has come to him without the prevalent resort to a strike and walk-out. The advance in postage rates did not affect us materially. We had to pay \$2.50 more than went to the Government last year, but we can afford it.

Every five years we have renumbered the members, and this work must be taken up very soon in order to issue the

new numbers in 1920. In the past there has been a great demand for low numbers, but the coming year every member will have a low number. We used to distribute numbers with six figures, but this time no one will be able to show a number with more than three figures.

Next year the descendants of the Pilgrim Fathers will celebrate the four hundredth anniversary of their landing on Plymouth Rock. The Pilgrims of the League landed in the saddle in 1880 and we are to celebrate the fortieth anniversary next year. It may be well to appoint a special committee to arrange some sort of a celebration of the event. It would be a good thing for us to get together in large numbers and it would be well if the lady members could be invited. We have several ladies on our list who have been with us for upwards of thirty years, with little or no recognition.

We meet tonight to oil the wheels of the L. A. W. and to see that all the nuts are tight and the bearings smooth. We look forward with no apprehension regarding what is ahead of us.

**Financial Report.**—The following items of expense represent the financial transactions of the L. A. W. for the year that has passed:—

Received	
83 Applications	\$ 83.00
519 Renewals	519.00
Guarantee Fund	356.81
	<hr/>
	\$ 958.81
Balance from last year	54.79
	<hr/>
	\$1,013.60
Payments	
Sect.-Treas. Salary	\$ 150.50
Paid Bulletin Acct. on Memberships	301.00
Paid L. A. W. Pub. Co.	356.81
Postage	49.00
Stationery and Printing	24.65
Rent	72.00
	<hr/>
	\$ 953.96
Balance on hand	59.64
	<hr/>
	\$1,013.60

**Election of Officers.**—The election of officers was held with the following results:—

Whole number of votes	61
For President, Elmer G. Whitney, Dover, N. H.,	61
For First Vice President, Wm. M. Frisbie, New York City	61
For Second Vice President, Josiah S. Dean, Boston Mass.	61
For Auditor, Augustus Nickerson, Boston, Mass.	61
For Sec.-Treas. (5 years), Abbot Bassett	61

President Whitney accepted the office with a speech regarding the good of the League and hopes for its future.

**Business.**—Quin Kilby reported that on the 20th of June next the Pickwick Club, of London, the oldest bicycle club in the world would celebrate its 50th anniversary, and suggested that it would be a good thing to celebrate the L.A.W. anniversary the same year. It was voted that a Committee be appointed by the President to propose a plan for an appropriate celebration.

Speeches relative to the good of the L. A. W. were made by Chas. J. Obermayer, Geo. L. Cooke, Prof. Share, Henry Crowther, A. R. Jacobson, R. E. Hamlin, Thos. H. Hall, and W. H. Bullard.

A telegram from E. S. Barnes, of Springfield, Ill., was received. He was on the way in his auto to attend the meeting in Boston, but got no farther than Greenfield, Mass. Adjourned Sine Die. —o—

“You college men seem to take life pretty easy.”

“Yes; even when we graduate we do it by degrees.”

—o—

“Time is money,” and the growing disposition of labor seems to be to establish the rule that sixty minutes make one dollar.

—o—

**The Wheel About the Hub.**—The twenty-eighth annual Wheel About the Hub, promoted by the Boston Bi Club, started from Leland Square, Roxbury, on Friday, Sept. 12th. Five autos and seven wheels carried the party. The following wheelmen, be they auto wheelmen or be they cycle wheelmen, constituted the riders: — Geo. B. Woodward,



President of the Club; Augustus Nickerson, Secretary and Treasurer; and Captain Walter G. Kendall\* were in line.

Others were: From Massachusetts, Abbot Bassett, Kennedy L. Clapp, A. C. Fairbanks, John J. Fecitt, John Rush Green, A. A. Glines, Norman F. Hesseltine,\* Quincy Kilby, Harry H. Kelt, A. O. McGarrett, Fred I. Perrault,\* Theodore Rothe,\* Fred J. Stark, Joseph W. Swan. From New York, Geo. R. Bidwell, H. W. Bullard, W. M. Frisbie, Jarvis C. Howard, Dr. L. C. LeRoy, J. M. McGinley,\* C. J. Obermayer, Prof. W. W. Share, W. H. Stafford, Kenneth N. Woodward. From Rhode Island: George L. Cooke,\* R. E. Hamlin,\* Thomas P. Himes. From Conn.: A. G. Fisher. From Penn.: Henry Crowther. Those marked by an asterisk rode bicycles.

The usual route was taken and the first halting place was at the Fairbanks House, built in 1636. Here the party was entertained by the rehearsal of portions of a movie show in which Mary Miles Minter is to play the leading part. "Anne of Green Gables" is the title of the scenario. Miss Minter and the leading man of the company were the actors in the parts rehearsed on this occasion. The old Fairbanks House and the grounds about it make a fine setting for the pictures.

A pleasing feature of the run came after the rehearsal. Gratified by the many attentions which the Fairbanks Family, represented by Henry Irving Fairbanks and his wife, has shown the B. Bi C. in the past, the club presented an American elm tree to the family and on this occasion it was formally dedicated. It was planted on a spot, near to the entrance of the home, where previously stood a tree which had lived to the age of 150 years. The new tree was decorated with the colors of the club and the trunk was adorned by very many Boston stars. The speech of presentation was made by President Woodward of the Bi Club, and the tree was accepted on behalf of the Fairbanks Family Association by Henry Irving Fairbanks, its President. Then came the presentation of a walking stick, made from a piece of wood taken from a tree on the estate, and presented by the maker, A. C. Fairbanks of the B. Bi C.

Word was received at this point that the veteran rider Geo. L. Cooke, of Providence had met with an accident on the road. It was learned, later, that his wheel was badly wrecked, but that the rider has escaped with a few bruises.

The veteran did not have to abandon the trip, for a gentleman who was a witness of the accident took the damaged wheel and its rider back to Boston in an auto, where he took a train for Providence. At his home he got another wheel and rode to Mansfield Tavern, where he rejoined the party.

The stop next to that at the Fairbanks House was at Cobb's, where Miss Gertrude met the party and refreshed them with a feast of apples and peaches.

Then to Massapoag Lake, where in the pine grove on the shore of the lake a very substantial luncheon was served. On this spot stood the Massapoag House, where the first night was spent on the original tour of 1879. The hotel was destroyed by fire in 1906, and now Mr. E. W. Boyce, a son of the former proprietor, has built a fine residence, and he gave the party a kindly greeting of welcome to the grounds.

The tavern at Mansfield was the resting place for the night. Dinner was served and after the feed came business and speeches.

President Woodward presided at the meeting. Wm. Hanlon, born in 1840, and once a member of the troupe of gymnasts known as the Hanlon Bros., and a maker and patentee of the old-time velocipede, was made an honorary member of the Club.

Quincy Kilby gave a short sketch of the life of Hanlon and of his many triumphs as a gymnast.

Prof. W. W. Share and Geo. R. Bidwell, both of New York, were admitted to membership.

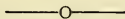
It was voted to send a message of condolence to Chas. W. Reed, who has recently suffered by the loss of his wife.

Speeches were made by C. J. Obermayer, Geo. R. Bidwell, Mr. Bassett and others, Kennedy L. Clapp rendered a bunch of Coon Songs in which he proved himself a master.

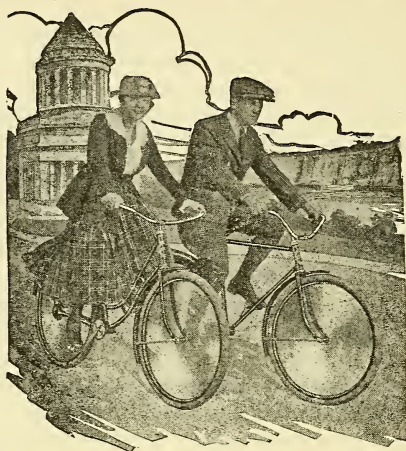
To bed and to sleep with clear consciences.

On Saturday the party rode to Ponkapog, where a visit was made to the mammoth oak and the bathing beach.

Lunch was served on the lawn at Tom Jones', where crackers, beer and cheese were served. A number of the party, perhaps afraid to go out in the dark when the riots are raging, left for home. The remainder toured to Nantasket, where a genuine fish dinner was served a la Cabaret.



Charles F. Cossum, of Poughkeepsie, sentenced to Sing



# Columbia

## Bicycle

Forty years ago Columbia Bicycles — the first American-made bicycles — were put upon the market.

They were given a very cordial reception. They introduced, even in those pioneering days, the highest ideals of construction excellence.

Almost overnight, they leaped into popular favor — a popularity which, as the years have come and gone, has become nation-wide — universal.

Today, Columbia Bicycles, developed and improved through two generations of constantly striving for perfection, are recognized as Standard of the World.

They represent the utmost in durability, strength, service, ease and comfort, trimness of design, snappiness of appearance.

And there is in the 1919 line a model for every man, woman, boy, or girl — a model to meet every individual requirement, every fixed price limitation.

Described and pictured in the 1919 Columbia Catalog.

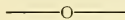
Sent anywhere on request.

**Westfield Manufacturing Company**

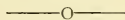
Dept. 22

WESTFIELD, MASS.

Sing prison, Sept. 26, 1917, has been pardoned by Gov. Alfred E. Smith. The exact amount of his defalcations has never been disclosed, but they were small in comparison with those that have since occurred. There has always been considerable sympathy for the self-blinded lawyer and a movement for his pardon carried out to the satisfaction of his friends. Since his incarceration Cossum has learned to use a typewriter by the touch system and can now write rapidly with the machine. His friends state that he turned over to his creditors every cent he had, and all the property of which he was possessed. With the exception of one creditor, all signed the application for his pardon and have used their best efforts to have him gain his freedom.

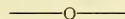


The paradoxical thing about the aeroplane is that it is not much good unless it is used up.

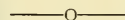


**Cycle Trades of America.** — The directors of the Cycle Trades of America held a meeting at the Hotel Belmont Wednesday, August 20, and re-elected DeWitt Page, of the Departure Manufacturing Company, as president for the ensuing year. Keyser Fry, of Reading, Pa., was elected vice-president; W. G. Schack, of Angola, N. Y., treasurer, and F. J. Weschler, of Springfield, Mass., secretary.

Walter Rinck, who has been secretary for the past few years, has accepted the position of executive secretary. In all probability the present Directorate offices at 377 Broadway will be retained for Mr. Rinck's activities.

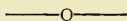


"The Rev. J. M. Baxter," reports the Akron Times, "will preach on 'A Flat Tire' at a special service for motorists, and an orchestra will play music designed to appeal to motorists."



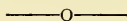
**Yellowstone Tour.** — On August 17th, H. G. Wolzendorf, Harry Lang, Walter Lang and Waldon Martin of the St. Louis Cycling Club, of St. Louis, completed a tour to the Yellowstone Park. One of the party was over sixty years of age. They reported the roads in excellent shape and they covered two hundred and fifty miles. The regular figure eight route was traveled, emerging from the Park at the Eastern Entrance and riding through the famous Cody

Canyon Road to Cody, Wyo., where they entrained for Denver and St. Louis. The horse-drawn stage having been replaced by auto stages, it was not necessary to dismount every time a vehicle was approached to hide the bicycle in the underbrush alongside the road in order not to frighten the horses and send the stage hurtling down a precipice for several thousand feet. The surface of the roads being excellent, no mechanical or tire troubles were experienced on the entire trip. A similar tour was made by Wolzendorf and Lang and six other members of the Club in August, 1912, and this trip makes the fifth one for veteran Wolzendorf.



Hicks. — You don't seem to take as much exercise as you used to.

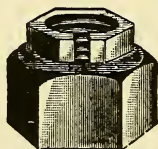
Wicks. — No, exercise gives me an appetite and I can't afford it.



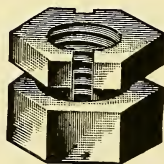
**Burnham Still Riding the High Wheel.** — E. P. Burnham, the old-time racing man writes to the Los Angeles Examiner. "Some time ago you had a story in the Los Angeles Examiner, saying that Blinkey would go a long way to see the old-fashioned high wheel ridden by a real old veteran

## "The Cheapest Life Insurance"

is what **COLUMBIA LOCK NUTS** have been termed by one who knows their value. Use will demonstrate that the description was not misapplied.



REGULAR



IMPROVED

**Not like other nuts, they will NOT shake loose.**

No cotter pins or other devices needed. Made in all sizes and threads. Send us size of bolt you had to tighten that nut on yesterday. We will fit a Columbia Nut to it—FREE. A booklet with prices mailed on application.

**COLUMBIA NUT & BOLT CO., Inc., Bridgeport, Conn.**



of the League of American Wheelmen. It is only ninety-four miles to this city and if you happen this way I can accommodate you, as I still continue to keep up the practice. I was in Boston last fall and attended the annual meeting of the L. A. W., and there were fifty or more vets,—Abbot Bassett, Quincy Kilby, Crowther and others—there. I was the only one from California and hope to be with them again September 19, 1920.

“E. P. Burnham.”

—o—  
Peck. — But, my dear, I thought we had planned to go to the theatre this evening.

Mrs. Peck. — Yes, I know, but I have changed our mind.

—o—  
“Amphicyclotheatrus,” “Gymnacyolidium,” “Cicyclo-curriculum”—any one but the old bicycle enthusiast would say that these are names of prehistoric monsters, relatives, perhaps of the Hyphohippus, the Diplodocus Carnegii or the Allosaurus, but as a matter of fact they were the amazing names which the followers of the velocipede craze gave to their riding halls back in 1867.

—o—  
**Belding in Florida.** — Our good friend Milo Belding is enjoying life at West Palm Beach, Florida. He writes that there are 4000 bicycles at West Palm Beach. “There are 1800 white families in this town,” he explains, “There is an average of more than two bicycles to each family. Then, there is to be added to that the number of wheels owned by the colored residents.

Five people to the family is the usual basis of computation; with 1,800 white families, the white population would be 9,000, which is generally accepted as being about the right estimate. There are fourteen bicycle shops in the place. And that’s the way West Palm Beach escapes street car strikes and arguments about what’s the right sum as street car fare. The swimming is fine and the fish are biting hard.”

## HISTORIC DATES OF CYCLING

- 1879 Court of Queens Bench in England declares bicycle a carriage.
- 1879 Thomas Sparrow, of England, puts a ladies’ bicycle on the market. Small wheel in front.

1879 A. M. Gooch of Newton Centre, Mass. advertises "Bicycles made to order."

May 10—Suffolk Bi Club holds spring races at Chestnut Hill reservoir.

July 4—City of Boston races over a half-mile course on Huntington Ave.  $\frac{1}{2}$  mile won by J. C. Sharp; 1 mile by L. H. Johnson; 3 mile professional by Thomas Harrison. Will R. Pitman participated in the races but was declared a professional and denied all prizes.

July 7—Wm. E. Gilman, of Chelsea, and Darius Hadley of Everett, accompanied by three horseback riders and two men in an ambulance made a tour from Boston to the White Mountains and return. On the return the horsemen rode to Portland and took the boat for home. The wheelmen made the whole trip on bicycles. First long bicycle tour in the U. S.

July 27—First bicycle race at Providence. Won by \_\_\_\_\_ Thurber. Aged 15 years.

Aug. 13—Chas. E. Pratt, E. W. Pope, and W. S. Slocum of Boston made a tour to Portland and return.

Sept. 20—Championship races at Mott Haven, N. Y. under the auspices of N. A. A. A. Two mile bicycle championship won by L. H. Johnson in 7 m. 22 sec. First American Bicycle Champion.

Sept. 11 and 12—"Two-day out and home run" promoted by Scribner's Magazine as the basis of an illustrated magazine article. Start at Roxbury—Brook Farm—Grove at Readville for lunch—Massapoag House for first night. 2d day, Canton, Hingham—Quincy where the fire bells were rung in honor of the event—Kimball's at Nantasket—Whitney Stock Farm. Magazine article written by Chas. E. Pratt and profusely illustrated by Scribner artists in Scribner's Magazine for February 1880. Called "A Wheel Around the Hub." A great boom for cycling.

Oct. 2—Second "Two Days Out and Home Run." Westward. Wellesley—Natick—So. Framingham—Night at Northboro. 2d day—Bolton, Stowe, Wayland, Wellesley—Home.

Oct. 18—Two specially sanctioned races between John Keen, professional and H. L. Cortes, amateur,

at Stamford Bridge Grounds, England. A one-mile and a five-mile race. Both won by John Keen.

Nov. 1—Harry Etherington, of London, brings over Anglo-French team of racing men. Board track constructed under a tent on Huntington Ave., Boston. Eight laps to the mile. Wm. Cann of England; Chas. Terront of France, F. S. Rollinson, Geo. and Thomas Harrison were on the team.

Nov. 5—A four days race. Terront makes 660 miles; Cann, 628 miles.

Nov. 7—Amateur race in tent. Contestants W. W. Stall, W. R. Pitman, W. S. Tufts. Stall the winner.

Nov. 10—50-mile race in tent. John Keen and Daniel Stanton join the team. Keen wins the 50-mile race in 3 h. 10 min. 1 sec.

Nov. 11—Wm. Cann rides 15 miles in 1 hour. W. W. Stall wins a 5-mile handicap race.

Nov. 15—American Bicycling Journal sold to a company of Boston wheelmen who established the Bicycling World as a fortnightly journal. First number issued Nov. 15, 1879. A list of 26 Bicycle Clubs in the U. S. published.

Nov. 15—Cunningham Heath & Co. becomes Cunningham & Co. as per advertisement.

Nov. 24—Anglo-French team holds a 6 day race, 14 hours each day, at Chicago, Ill.

Nov. 29—Ladies' Bicycle races at San Francisco. 3 contestants. Races on four days. Miss Lizzie Baymer, 18 years old, on a 50 inch wheel wins every race.

Dec. 2—Boston and Mass. Clubs have a joint dinner at the Brunswick, Boston. In the forenoon a joint run to Lynn.

The sea captains continue making port without let or hindrance.

### NEW MEMBERS

The following new members of the L. A. W. have been enrolled since the last issue:—

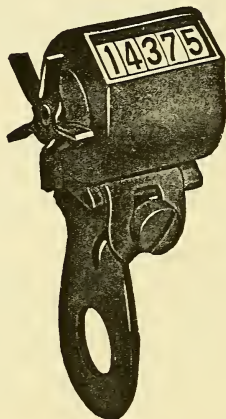
1124—E. E. Miller, Mentor, Ohio.

1125—Alonzo H. Sanborn, Providence, R. I.

1126—Edward C. Wade, West Roxbury, Mass.

1127—Chas. H. Finkelstein, New York City.

# Veeder Cyclometer for Bicycles



*Simplicity*

*Accuracy*

Registers 9999.9 miles and repeats. Dust and waterproof. Figures large enough to be read from saddle. Price \$1.25.

## Veeder Trip Cyclometer

With an extra dial which can be set back to zero to register the mileage of each trip. Price \$2.50.

## Veeder Motorcycle Trip Cyclometer

Made stronger than the regular bicycle cyclometer and is designed to withstand the harder usage due to the high speed of motorcycles. Price \$3.00.

## Veeder Odometer

To register mileage of automobiles and horse-drawn vehicles.

We guarantee Veeder Cyclometers and Odometers for one year against imperfections in materials or workmanship.

Complete descriptive catalogue sent on request.

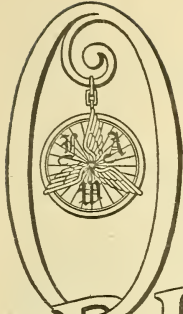
## The Veeder Manufacturing Co.

Hartford, Conn.

C. H. VEEDER, President

H. W. LESTER, Secretary

D. J. POST, Treasurer.



OFFICIAL  
BULLETIN  
AND SCRAP BOOK  
OF THE  
LEAGUE OF AMERICAN WHEELMEN

PUBLISHED MONTHLY

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**NOVEMBER, 1919**

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**50 Cents Per Year; 60 Cents in Boston Postal  
District (for extra postage) 5 Cents Single Copy**

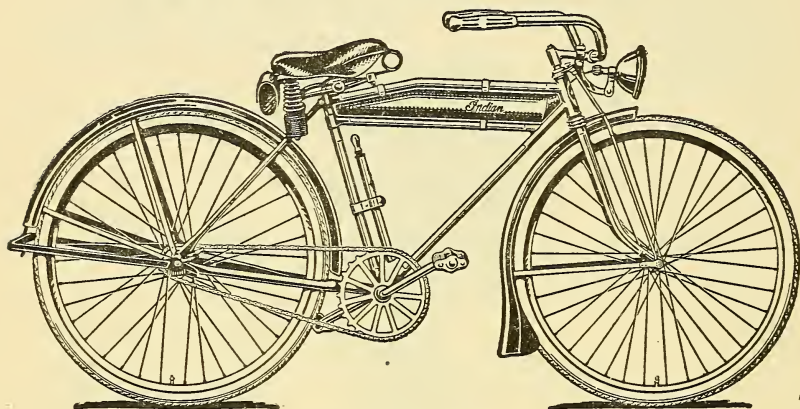
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**L. A. W. PUBLISHING COMPANY**

105 Central Avenue, NEWTONVILLE, MASS.



# For Your Boy



or for yourself—it makes no difference for you will want an electrically equipped

## INDIAN BICYCLE

With its motorcycle lines, Indian tank battery container, coaster brake, double forks, long-braced handlebars, electric light, and large reflector it represents the biggest bicycle value in the world.

Or if it's a daughter or wife who desires to enjoy healthful out-of-door sport, there are models in the Indian line which give the same great value.

The electrically equipped model is priced at \$45—

Ten other models ranging in price from \$26 to \$45.

HENDEE MANUFACTURING COMPANY

LARGEST MOTORCYCLE MANUFACTURERS  
IN THE WORLD

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SPRINGFIELD, MASS.

# OFFICIAL BULLETIN

AND SCRAP BOOK OF  
THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - - EDITOR  
105 Central Avenue, Newtonville, Mass.

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## ADVERTISING RATES

\$1.15 an inch for first insertion and each new setting. Repeat  
insertion \$1.00 an inch

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Entered as Second Class Matter, January 15, 1914, at the Post Office, at Boston, Mass.,  
under the Act of Congress, March 3, 1879.

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VOL. 17. No. 11.

NOVEMBER, 1919

5 Cents

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Thanksgiving is a-coming and the royal Mr. Turk is a-roosting on the very highest limb; but we're going to move his feathers with a scientific jerk and we're going to spend an hour while eating him. We are thankful we are living in a land that beats them all; that we've got a little something and to spare; and we're waiting, yes a-waiting for to hear the dinner call a-ringing on the crisp Thanksgiving air.

—○—

**The Bicycle to the Rescue.**—One of the immediate results of the increase in street car fares in many cities has been a wave of bicycle buying that is keeping the wheels humming in bicycle factories. In the past few weeks several bicycle plants that have been closed for years have resumed operations with big orders ahead.

—○—

**Striking out.**—Some of these days the American people are going to wake up and find that they can't make a living by quitting work.

—○—

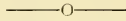
**Exit the Rear Light.**—Great Britain is rejoicing that the bicycle no longer must carry a rear light. Early in Sept. the Home Secretary made the welcome announcement that the obnoxious order which has compelled cyclists to carry rear lights and light up—often in daylight—had been rescinded.

—○—

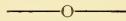
**World Record for Motorcycle.**—A new world record for the 100-mile motorcycle race was made by Albert Burns of Los Angeles, who did the distance in 1:07 5-7 at Sheeps-

head Bay Oct. 11th. A world's record for 50 miles was made by Ray Wishaar of Bridgeport, Ct., in 32:57 2-5.

The races were held on the Sheepshead Bay speedway. The former world's record for 100 miles was held by L. E. Parkhurst, and was made on the same course on July 4, 1916, the time being 1:08:13 2-5. The old 50-mile record was made by Lee Himiston at Los Angeles six years ago. His time was 33:55.



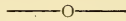
**W. A. T. H. Pictures.**—Vice President Frisbie took some very good photos at the W. A. T. H. There are twelve in the lot as follows:—The Start. Fairbanks House with Mary Miles Minter rehearsing for her coming movie scenario, "Anne of Green Gables" (2). Cobb's Tavern showing Miss Gertrude distributing apples and peaches (3). The Great Oak at Ponkapog. Lunch at Tom Jones (2). Massapoag Grove (1) and Residence (1). President Woodward wearing big Boston Star. The photos may be had of W. M. Frisbie, room 856, 100 William street, New York City. Size 4 x 3½. The whole set \$1; single pictures 10 cents each.



"It is all right to talk about hitching your wagon to a star."

"Well?"

"But the question now is—where can a fellow park an automobile."



**Mr. and Mrs. Charles F. Cossum.**—Mr. Cossum was released from Sing Sing prison on Thursday, Sept. 25th, on a pardon by Gov. Smith, of New York. He was married on Friday, 26th at 11 a. m. to Mrs. W. F. Milford of Poughkeepsie, at the Church of the Transfiguration, better known as "The Little Church Around the Corner" in New York City.

On his release from prison Mr. Cossum was taken to New York by his sister, Miss Caroline Cossum, who is a member of the Poughkeepsie Board of Education and who attended the bride. Mrs. Milford is the daughter of Hon. Lewis Beach, congressman from Orange County, N. Y.

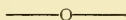
The wedding was a quiet affair and none but the most immediate friends of the family were present. Neither Mr.

nor Mrs. Cossum would discuss their future plans other than that he intended going into business in New York City and the couple are to live there.

Mrs. Cossum was a former client of Mr. Cossum and was one of his creditors at the time of his financial difficulties. Just how much she lost has never been made public, as she entered no claim. Although the intimate friends of both believed they were engaged before he shot himself, it had never been made public.

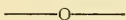
Several friends had been summoned to New York by Mrs. Milford, who said a banquet was to be given for Mr. Cossum. These friends were much surprised when announcement of the plans for the wedding was made.

During the time Mr. Cossum was in Sing Sing he devoted himself to the study of typewriting by the touch system and although he cannot see a particle it is said he has become quite proficient in the use of the machine. During his time in prison he had done considerable work in typewriting for the prison department.



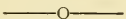
**Canadian Champions.**—A list of official Canadian amateur champions has been issued by President Louis Rubenstein of the Canadian Wheelmen's Association.

The 1919 Canadian sprint champion is Harold Bounsall, Toronto, who holds the C. W. A. titles for the half and one-mile distances which he captured at London on July 1. The two-mile championship is held by Herb Macdonald, Toronto, he having earned the title at London on the same date. The ten-mile Canadian championship was won by Norman Webster, Stavely, Alberta, at Ottawa on September 1.



"So you gave the chauffeur and his bride a fitting send-off, did you?"

"Rather! The old shoes we threw at them were old automobile shoes."

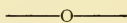


**William H. Cameron.**—Died, September 19, Wm. H. Cameron, of St. Joseph, Mo. He joined the L. A. W. April 18, 1884, and held League number 124. For the last 10 years he has represented Missouri in the National Assembly of the L. A. W. He was always willing to do his part and has in

many ways been a helper in League work. In the early days of cycling Mr. Cameron belonged to St. Joseph's first cycle club, the Ruralists, the members of which rode the picturesque high-wheeled "bikes." The club members frequently in those days made sociability trips to towns forty or fifty miles distant on their high-seated wheels. Fred Wenz, also a League member and Cameron, once a year since, have made a practice of riding through the down town streets on their high wheels.

The Ruralists were strong advocates of good roads and promoted a cinder highway to Lake Contrary. Cameron continued good roads advocacy in later years.

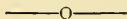
Of a kind disposition and a lover of nature, he was a great lover of birds and animals. In a "loft" in the rear of his home he sheltered twenty-five turtle ring doves.



**Albert Conant Fairbanks** passed away on October 11. In the early days of cycling he was Captain of the Somerville Bicycle Club and an important factor in the growth and efficiency of that club. He joined the L. A. W. Sept. 1, 1899. He was, many years ago, a manufacturer of banjos, and when the wood rim for bicycles became popular he united with the late Wm. W. Stall and established a factory for the manufacture of wood rims at Bedford, Mass.

He was a member of the Boston Bicycle Club and took a prominent part in the Auto tours of the Club and the Wheelabout.

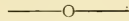
A member of the Fairbanks Family Association, he was present in September at the Wheelabout and presented a cane to the President of the Association. He was a very popular member of the cycling world and his memory will be cherished by a host of friends.



**Looking Backward.**—Old Timer likes it.—"No times like those good old times of long ago. I have been very much interested in the records of the early days that you have been publishing. I was an active member of the L. A. W. in 1880, the first year of its existence, and I am still on the membership list. Although I remember many of the deeds of old I have an indistinct idea regarding the dates and details of the early days. Your table of records brings back to me many delightful occurrences and I am, in fancy, living

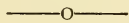


them over again as I read the published records. We old fellows like to look backward and call up things of the past, and just now you are giving me things of delight and food for thought. I talk them over with my better half and she wishes she might have been with me when I was way up in G over the bicycle. I passed the sign post of three score and ten several years ago."—Veteran.



**From a Feminine Point of View.**—"Mr. Editor, I am still riding the wheel and I am having some very queer experiences with many who know little about the wheel that has nearly gone by. I sat on a piazza with a young lady a short time ago, and I was pleased to hear what she thought of bicycling and the bicycle. A party of wheelmen passed by and she gave me her ideas: 'Oh, yes, I dearly love the men on wheels, they are so entrancing. They look so weird and ghostly in the gloaming, when the dusk hangs its heavy curtain abroad on the earth, and the spirituelle form of a young athlete goes gliding through space, high above the shadowed ground, his wheel invisible, and only himself cleaving the dusk heavy with ambrosial dews. I think they are real cute.' Her single auditor turned away to conceal his emotions, and when she again spoke he had fortified himself for further disclosures. She continued: 'And when the red lantern is seen moving mysteriously adown a hill like an unearthly meteor in the dead hour of a dark night, that, too, is real weird and funny.'

"Throw down your pen, Mr. Editor, and resign your seat to one who plays with language on the upper key of weird sentiment."—H. L. G.



Beechwood, Ocean Co., N. J.  
Sept. 6, 1919.

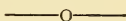
**Zacharias to Patee of Wyoming.**—"Old friend Batch sent me a copy of the Townsend Bill S 1309 and word from you; I'm going to intrude upon your time to say a few things, so drop business cares for a minute and listen:—While passing through Washington from a trip to Florida I stopped off in Washington to see things and a trip to the Capital would not be complete without calling at the Riggs building and that meant Batch, of course. We talked shop, the old time stuff. Abbot Bassett still living, Elliott Mason now dead,

Sterling Elliott, I've lost sight of, I. B. Potter, now in California, Theo. Merselles, secretary to R. L. Coleman, now in the millionaire class as V. P. and general manager of the National Cloak and Suit Co., N.Y. Frank L. C. Martin Cleveland and Columbia agent at Plainfield, N. J., committed suicide in New York hospital last week, Bob Garden (Mary's father) manager for Pierce Arrow Branch, New York, and then You. Your name brought recollections of an old pocket knife, with one blade gone, the other worn to a wire edge, that money could not buy. Its value could not be reached in dollars and cents, but I thought you'd appreciate it quite as much as I have, so I asked Batch to return it to you. Talk about bread cast upon the waters returning? After I reached home Mrs. Z. tickled me by handing me her knife of the same vintage that you gave her at the same time, which she prized quite as much as I did; therefore, womanlike, used it less.

"I saw an item in Bassett's L. A. W. Bulletin about you which I clipped and intended writing you at the time; I was in business then with its worries, which generally kills sentimental thoughts. Since then I've turned the business over to my employees and quit. I was one of the first Auto dealers in the State. Geo. Blakeslee of Jersey City, now Cadillac agent, Geo. Paddock of Newark, now Chevrolet agent, and myself were about three of the early ones. I'm possibly the oldest in years (63 this month), but still young enough to enjoy life. Our daughter is happily married; wife and I live alone with a bull pup of the Col. Pope Boston breed. With an auto on shore and launch in the bay, fishing, swimming, and just now killing mosquitoes, am kept busy.

"Cordially yours,

C. H. Zacharias."



**Detour.**—There is a great deal of confusion among automobilists regarding the town (?) of Detour. One correspondent writes: "Where is the mysterious town called Detour? Every time I see a sign on the roadside marked 'Detour,' with an arrow pointing this way or that, I try to get near or to the mysterious place, but fail to reach it. I always find the road pointed out to be a very poor one. Is there such a place?" To our friend and correspondent we have to say—"Go to the Dictionary."

## HISTORIC DATES OF CYCLING

1880

1880.—The bicycle business well established. Pope Mfg. Co. making 5000 bicycles a year, Cunningham, Heath & Co. selling the Harvard and Yale wheels made for them in England, Thomas B. Jeffery of Chicago making bicycles and parts, A. J. Philbrick making a few bicycles at Salem, Mass. R. H. Hodgson making the Velocity and Newton Challenge at Newton Upper Falls, Mass. A. M. Gooch turning out wheels at Newton Centre, Mass.

1880, Jan. 7.—Louis Harrison becomes associate editor of *Bicycling World*.

1880, Jan. 7.—New Haven Bi Club organized.

1880, Jan. 31.—W. S. Clark in a race at American Institute Building, New York, makes a best on record for a mile in 3.08¼. Many attempts were made to beat this record, but it was not lowered until Ralph P. Ahl, on April 8, 1882, made a record of 2.58 5-8 in Boston.

1880, Jan.—The H. B. Smith Machine Co. puts out a safety bicycle with small wheel ahead and lever action.

1880, Feb. 1.—Scribner's Magazine publishes an illustrated article entitled, "A Wheel Around the Hub" based on a two-days run made by Boston Bicycles Club on Sept. 11 and 12, 1879. The text of the article written by Chas. E. Pratt. The illustrations made by Scribner's artist. This was one of the biggest booms that bicycling received in the early days.

1880, Feb. 1.—The New York Bi Club suggests a union meet of wheelmen at Newport, on Decoration Day.

1880, Feb. 24.—Geo. R. Bidwell opens a school of instruction for bicycle riders at Buffalo, N. Y. The *Bicycling World* of this date says: "As a fancy rider Mr. Bidwell particularly excells."

1880, Feb. 21.—L. H. Johnson, American champion, wins a 50-mile race at Am. Inst. Bldg., New York. Time, 3-9-45¼. Phil Timpson second.

1880, Feb. 23.—First Meet and run of the N. Y. Bi Club, led by Kingman N. Putnam. Rain and mud spoiled the fun.

1880, March 6.—Paris letter in *Bicycling World* claims that bicycling began in France, and the first machine worthy of being called a bicycle was exhibited at the Paris exhibition of 1867.



# Columbia

## Bicycle

Forty years ago Columbia Bicycles — the first American-made bicycles — were put upon the market.

They were given a very cordial reception. They introduced, even in those pioneering days, the highest ideals of construction excellence.

Almost overnight, they leaped into popular favor — a popularity which, as the years have come and gone, has become nation-wide — universal.

Today, Columbia Bicycles, developed and improved through two generations of constantly striving for perfection, are recognized as Standard of the World.

They represent the utmost in durability, strength, service, ease and comfort, trimness of design, snappiness of appearance.

And there is in the 1919 line a model for every man, woman, boy, or girl — a model to meet every individual requirement, every fixed price limitation.

Described and pictured in the 1919 Columbia Catalog.

Sent anywhere on request.

**Westfield Manufacturing Company**

Dept. 22

WESTFIELD, MASS.

1880, March 20.—St. Louis Cycling Club organized.

1880, March 20.—Mass. Bi Club established headquarters at 140 Eliot St., Boston.

1880, March 20. — Cunningham, Heath & Co. becomes Cunningham & Co. Chas. A. Booth appointed instructor in their school of instruction.

1880, March 20.—Mayor of Newport, R. I., gives wheelmen permission to ride on the streets of the city during the three days of the proposed Meet on Decoration Day.

1880.—The Haddonfield Turnpike case was in the courts several months. The H. T. Co., a New Jersey corporation, instructed its keepers to exclude bicycles from its roadway. One bicycle was actually ejected and several had gates closed upon them. The L. A. W. prepared to sue the company but finally persuaded the officers to withdraw the obnoxious order. Expenses to the L. A. W., \$50.

1880, April 1.—Pope Manufacturing Co. advertises the Ordinary Columbia, a low priced roadster, \$95. The Standard Columbia, a first-class roadster, \$115. The Special Columbia, a light machine for smooth roads, \$137.50. The Mustang, for boys, \$50.

1880.—April 17.—Frank W. Weston gives up architecture and becomes a partner in the firm of Cunningham & Co.

1880, April 26.—Chas. E. Pratt, President of the Boston Bi Club, suggests that at the proposed gathering of wheelmen at Newport, R. I., on Decoration Day, an organization of wheelmen be formed similar to that of the Bicycling Touring Club of England.

1880, May 8.—Wm. R. Pitman gives up teaching pupils to ride the wheel, and accepts a position as a salesman in the carpet business with a New York firm.

1880, May 22.—R. H. Hodgson, maker of the first line of bicycles in America, at Newton Upper Falls, Mass., sells out to McKee & Harrington of New York, and is made superintendent of the factory of the purchasing firm.

1880, May 22.—First European cycle tour by Americans, sails from Boston in the City of Richmond for Liverpool. The party which was called "The Fortunate Five," consisted of Frank W. Weston, Josiah S. Dean and T. N. Hastings, of Boston; Dr. J. F. Adams of Worcester and G. C. Thomas of Harrisville, Pa.

1880, May 22.—Grand Bicycle meet at Hampton Court,



England, 1800 wheelmen in the parade, and 137 clubs represented.

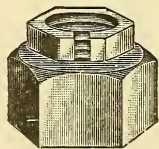
1880, May 26.—Keith Falconer, at Cambridge, England, rides a mile in 2.46 3-5.

1880, May 27.—Geo. W. Pressey, of Hammonton, N. J., applies for a patent on the American Star Bicycle, and in September applies for another. Both granted.

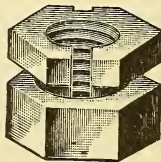
1880, May 31.—The League of American Wheelmen organized at Newport. Dinner at the Aquidneck House. League organized at a convention. Constitution drawn up by Chas. E. Pratt was adopted. Officers chosen: President, Chas. E. Pratt, of Boston; Vice President, Thomas K. Longstreth, of Philadelphia; Commander, C. Kirk Munroe, of New York; Corresponding Secretary, Albert S. Parsons, of Cambridge, Mass.; Recording Secretary, J. Frank Burrill, of New York; Treasurer, Hugh L. Willoughby, of Saratoga, N. Y. Two Directors from each State, 35 appointed. *Bicycling World*, a fortnightly, made official organ. Dues, \$1. Where a whole club joins, 50 cents. Parade of wheelmen—Commander, Edward C. Hodges, of Boston. Aids, C. Kirk Munroe, of N. Y.; Edward W. Pope, of Boston; Hugh L. Willoughby, of Saratoga, N. Y.; R. L. Lippitt, of Providence; Chas. Koop, of Brooklyn, F. W. Hinman, of

## “The Cheapest Life Insurance”

is what **COLUMBIA LOCK NUTS** have been termed by one who knows their value. Use will demonstrate that the description was not misapplied.



REGULAR



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**Not like other nuts, they will NOT shake loose.**

No cotter pins or other devices needed. Made in all sizes and threads. Send us size of bolt you had to tighten that nut on yesterday. We will fit a Columbia Nut to it—FREE. A booklet with prices mailed on application.

**COLUMBIA NUT & BOLT CO., Inc., Bridgeport, Conn.**

New Haven, Conn.; J. N. Howard, of Newport. 151 wheelmen in line.

1880, June 1.—“Fortunate Five” arrive at Liverpool. Tour to Wolverhampton—Kenilworth, Coventry. At latter place given a dinner by local wheelmen.

1880, June 12.—First list of candidates for membership in L. A. W. published in *Bicycling World*. Entire membership of Boston Bicycle Club, 34 in all.

1880, June 26.—Second publication of candidates for membership in the L. A. W. Entire membership of New York Bi Club, (30); Mass. Bi Club, (30); New Haven Bi Club, (23); Lafayette (Ind.) Bi Club, (4).

1880, July 5.—City of Boston Bicycle race. A portion of Commonwealth Ave. roped off to make a track. John W. Wilson wins 1 mile Professional; Will R. Pitman  $\frac{1}{2}$  and 2 mile Amateur. Protested as a professional and denied prizes.

1880, Aug. 2.—Bicycle Meet at Harrogate, England. “Fortunate Five” from America present.

1880, Aug. 7.—McKee and Harrington of New York advertise the Union Bicycle.

1880, Aug. 21.—Bicycle Touring Club of England sends message of congratulation to the newly formed L. A. W. of America.

1880, Aug. 21.—Josiah S. Dean, F. W. Weston, and G. C. Thomas, of the “Fortunate Five,” arrive home.

1880, Sept. 1.—General Benj. F. Butler lays out a bicycle track on his home estate in Lowell, Mass.

1880, Sept. 18.—Quarterly meeting of the Board of Officers, L. A. W., at New York City. Code of Rules adopted. Long debate on Amateur Question. Germantown (Pa.) Club, led by Jo Pennell, wanted all tradesmen in cycle business to be declared professional. Defeated. “Continent Badge” adopted. Showed continent of N. A. in relief. Nicknamed “Ham Badge” by the funny members. Committees appointed.

1880, Sept. 25.—The Wheel, a fortnightly bicycle paper, issues its first number. Fred Jenkins editor.

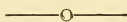
1880, Oct. 19.—New Bicycle track at Beacon Park, Boston, opened. 290-mile championship of Boston Bi Club. Won by J. S. Dean in 1-45-21.

1880, Oct. 19.—“Lyra Bicycla,” a book of parodies by J. G. Dalton, published.

1880, Oct. 19.—Frank W. Weston appointed Chief Consul of the B. T. C. for America.

1880, Oct. 23.—Races at Providence, Boston Bicycle Club goes over on wheels. Rode home the next day. A long ride and a lot of hungry wheelmen. The party discovered Cobb's Tavern at Canton, were well fed and quartered for the night. It was voted country headquarters for the Club and has been so considered up to the present time. Many Sunday runs for dinner and many road races to and from Boston have been carried out and every year the Wheelabout calls at the Tavern and exchanges greetings with Miss Gertrude.

1880, Nov. 12.—The Bicycling World becomes a weekly.



**From President Whitney.**—The L. A. W. has started on a new year and the enthusiasm of those members who were present at the Annual Meeting held in Boston Sept. 11th, was very apparent.

There was a good representation present and of the members from distant points New York as usual led in numbers, which attests to the loyalty of the Empire State. Pennsylvania, Connecticut and Rhode Island sent delegates, and one delegate from the West wired he was on the way, but was unable to reach the meeting, being held up in the Western part of Massachusetts.

The utmost harmony and good feeling prevailed, and the report of the Secretary was read with great interest, and has been printed in full in the Official Bulletin.

The Secretary reported that the year just closed is the first one for 21 years that has shown a gain in membership.

This showing is very gratifying to the President and certainly must be to the members, and it is hoped that the good work will go on.

Now as the New League year is launched, I again appeal to the members to renew activity and send in names, and Secretary Bassett will be glad to issue cards.

We can look back with pride that the effort of the L. A. W. in its early days for the good roads movement is apparent in the fine roads all over the country and which make motoring such a pleasure. The L. A. W. started it and is entitled to the credit.

In 1920 the League observes its 40th anniversary and a

special program is being worked out, and in due time will be brought before the members.

In the meantime get in members and at the Annual Meeting in Sept., 1920, let the Secretary report at least double the number we now have.

Fraternally yours,

ELMER G. WHITNEY, President.

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### NEW MEMBERS

The following new members of the L. A. W. have been enrolled since the last issue:—

St. Louis Cycling Club

1128—Chas. Alfeld, St. Louis, Mo.

1129—Gus. H. F. Johannes, St. Louis, Mo.

1130—W. J. Rodgers, St. Louis, Mo.

1131—W. A. Roth, St. Louis, Mo.

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**Statement of the ownership, management, circulation, etc.,** required by Act of Congress of August 24, 1912, of Official Bulletin and Scrap Book of the L. A. W., published monthly at Newtonville, Mass., for Oct. 1, 1919.

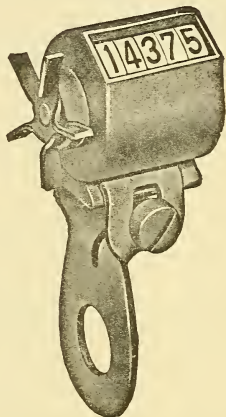
State of Mass., County of Middlesex.

Before me a Justice of the Peace in and for the State and County aforesaid, personally appeared Abbot Bassett, who, having been duly sworn, according to law, deposes and says that he is the owner of the Official Bulletin and Scrap Book of the L. A. W. and that the following is to the best of his knowledge and belief, a true statement of the ownership, management, etc., of the aforesaid publication for the date shown in the above caption, required by the Act of Aug. 24, 1912, embodied in section 443 Postal Laws and Regulations, printed on the reverse of this form, to wit:—That the names and addresses of the publisher, editor, managing editor and business manager are:—Editor, Abbot Bassett; Managing Editor, Abbot Bassett; Business Manager, Abbot Bassett; Publisher, L. A. W. Publishing Co.; Owner, Abbot Bassett. Not incorporated. No bondholders, mortgagees, or stockholders.

Signed, Abbot Bassett, Newtonville, Mass.

Sworn to and subscribed before me this 24th day of September, 1919, Charles A. Drew, Justice of the Peace. My commission expires Sept. 10, 1926.

# Veeder Cyclometer for Bicycles



*Simplicity*

*Accuracy*

Registers 9999.9 miles and repeats. Dust and waterproof. Figures large enough to be read from saddle. Price \$1.50.

## **Veeder Trip Cyclometer**

With an extra dial which can be set back to zero to register the mileage of each trip. Price \$3.00.

## **Veeder Motorcyle Trip Cyclometer**

Made stronger than the regular bicycle cyclometer and is designed to withstand the harder usage due to the high speed of motorcycles. Price \$3.00.

## **Veeder Odometer**

To register mileage of automobiles and horse-drawn vehicles.

We guarantee Veeder Cyclometers and Odometers for one year against imperfections in materials or workmanship.

Complete descriptive catalogue sent on request.

## **The Veeder Manufacturing Co.**

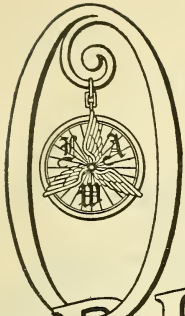
**Hartford, Conn.**

**C. H. VEEDER, President**

**D. J. POST, Treasurer.**

**H. W. LESTER, Secretary**





**OFFICIAL  
BULLETIN  
AND SCRAP BOOK  
OF THE  
LEAGUE OF AMERICAN WHEELMEN**

PUBLISHED MONTHLY

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**DECEMBER, 1919**

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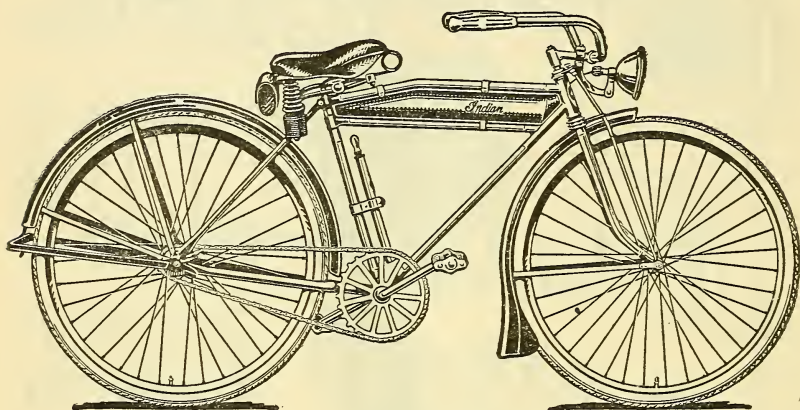
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**L. A. W. PUBLISHING COMPANY**

105 Central Avenue, NEWTONVILLE, MASS.

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or for yourself—it makes no difference for you will want an electrically equipped

## INDIAN BICYCLE

With its motorcycle lines, Indian tank battery container, coaster brake, double forks, long-braced handlebars, electric light, and large reflector it represents the biggest bicycle value in the world.

Or if it's a daughter or wife who desires to enjoy healthful out-of-door sport, there are models in the Indian line which give the same great value.

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Ten other models ranging in price from \$26 to \$45.

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SPRINGFIELD, MASS.

# OFFICIAL BULLETIN

AND SCRAP BOOK OF  
THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - - EDITOR

105 Central Avenue, Newtonville, Mass.

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## ADVERTISING RATES

\$1.15 an inch for first insertion and each new setting. Repeat  
insertion \$1.00 an inch

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Entered as Second Class Matter, January 15, 1914, at the Post Office, at Boston, Mass.,  
under the Act of Congress, March 3, 1879.

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VOL. 17. No. 12.

DECEMBER, 1919

5 Cents

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**December.**—Old Father Christmas once again will come to cheer us up; we'll welcome in the old man's reign by passing round the cup. Our wiry steeds are stowed away till frost and ice are o'er, till woods resound with song bird's lay, and flowers appear once more. Outside the snow will pile up fast in flakes of purest white; but what care we for winter's blast while fires are burning bright.

—○—

**End of Volume 17.**—With this issue of the Bulletin we close the seventeenth volume. We trust that the O. B. has been a welcome visitor during the year 1919 and we hope it will be welcome during the Pilgrim year. Esstee is getting ready to give out new numbers in 1920 and every member, except two or three, will have a lower number than that held during the past five years.

—○—

Let us hope that when Santa Claus calls the roll each and every one of us will be able to say—"Present!"

—○—

What can't stand alone, yet can go farther in a day than a horse and carry as great a load? A bicycle.

—○—

The many millions of dollars' worth of highways which are being built in all parts of the nation are no longer deemed evidences of extravagance, since every clear-thinking community has found out that good roads cost a lot less than do poor ones.

—○—

**Charles Fuller Gates, Bicycle Missionary, Talks.**—Before the bicycle was invented the two-wheeled velocipede was

introduced in this country from France. And one of these early machines, made and sold under the name of the "New French Velocipede" was purchased and ridden in Civil War times by a Hartford, Conn., business man. This machine was later secured by Col. Albert A. Pope, the father of the bicycle, for his wonderful collection of historic wheels. This with some of the other Pope collection was secured by me for exhibition on the Pacific coast and brought to Pomona, Cal. A Santa Barbara millionaire has another of these old machines which he keeps as a relic of youthful days. This machine sold for over \$100, though it has steel tires and wooden wheels. Every spoke had to be glued in this week and the tires were reset so that it could be ridden today.

Probably the oldest manufactured bicycle in America today is the 50-inch Columbia high wheel brought out by Col. Pope in 1878 after he had secured the Pierre Lallement patent, which at that time gave him the American monopoly of bicycles. The original Lallement velocipede was mostly of wood, hand made by the inventor and is in the Pope collection in Massachusetts. It weighs 77 pounds, while the 1878 Columbia is lighter than the heaviest bicycle that is made today. One can see many points of similarity between this old steel bicycle, which is rubber shod, and the 1868 velocipede. As this oldest bicycle was injured since it was brought to California, and is a very valuable machine as a relic, I thought it best not to have it ridden in the recent parade at Pomona.

Probably the finest type of the old high wheel ever produced was the 1886 Columbia light roadster with tangent spokes, hollow rims, ball bearings and round molded solid rubber tires. This is still in perfect shape, except that the tires need recementing at several places. It was ridden in the parade by myself. This 53-inch high wheel has been ridden thousands of miles yet the pedals are as good as new and the front tire shows hardly any wear, while the bearings could not be better.

Sterling Elliott, one of the presidents of the League of American Wheelmen and a natural humorist, designed the "Hickory" bicycle more as an argument to prove the wearing quality of hickory, than as a business proposition, but his arguments, which were widely read in the bicycle papers of the gala days of cycling, resulted in making a big demand for this kind of a bicycle and he had to manufacture thou-

sands to supply the demand, though he always considered it a joke. The Hickory was used several years before it was placed in the Pope collection and was the first of the so-called ladies' bicycles, the drop frame having been part of Elliott's argument.

The first low wheels brought out were called "Safety." That was before the term "Safety First" was coined and was in contradiction to the term "Ordinary" applied to the old high bicycle, and the title of "Bone Shaker" applied to the old steel and iron tired velocipedes. The first high-grade American machine of this type was the Columbia of 1889.

In the late nineties record breaking on bicycles became important and many bicycle factories went after world's records. That was before the motor pacing machine had made its appearance and human pace was used. Thus the multiple machine came out. Tandem bicycles for two riders, also "Sociables" where two riders sat side by side had long been in vogue, but the triplet and quadruplet and finally the sextuplet were introduced for pacing solo riders. There was then a bicycle factory in Los Angeles and it turned out a number of triplets. But only one of these can now be found and that was brought to Pomona for the Pageant. It was also used here two years ago in the 1917 Pomona Bicycle Day Parade.

The tandem bicycle will probably become popular again as two riders can ride easier than one on two separate machines and the upkeep is almost nothing. There are two still in Pomona, and were in the parade. One comes from the Johnston cyclery and covered with frame and bunting represented a ship. The other, from Williams' Cyclery, was ridden by two local boys. Still another racing tandem was brought from Los Angeles with the old historic bicycles.

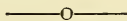
The bicycles, spoken of above, represent those ridden in the Historic Bicycle Parade at Pomona, California, Oct. 31, 1919. —

I have travelled about 20,000 miles this year, visiting the bicycle dealers in Iowa, Nebr., S. D., Kan., Ark., Tenn., Ala., La., Miss., Okla., Tex., N. M., Ariz., Colo., Wyo., Mont., Idaho, Wash., Ore. and Cal. and arranged 140 bicycle races in 22 states. Some of these races had over 30,000 spectators and at Pomona last Thursday had between 25,000 and 30,000



spectators. I am sure bringing the bike back. Have two wheels, each over 20 years old that I ride, neither of which are now made, and I travel in my auto much of the time with one bike carried along for short trips.

Charles Fuller Gates, L. A. W. member No. 129.



**A Marker to Honor Pioneer Riders.**—The St. Louis Cycling held, last month, the most unique run of the many that it has been responsible for, the occasion being the erection, with solemn and then hilarious ceremonies, of a granite marker commemorating the early days of cycling in St. Louis and neighboring counties.

In 1883, when the high wheel was the most popular mount, the Frisco Cycling Club of St. Louis ventured southward on a weekly run over the Lemay, or De Soto road, and encountered a most difficult grade at Seckman, about 20 miles from St. Louis. The state of exhaustion in which they found themselves on attaining the summit of the hill made the run a memorable event in their lives, and they forthwith named it Frisco Hill.

To the natives and automobilists it is known as Seckman Hill, but to the cycling fraternity it will always be known as Frisco Hill. Situated between Seckman and Bulltown (Antonio) in Jefferson County at a point about 22 miles south of St. Louis. The summit commands the finest view of hilly country within a radius of 50 miles of St. Louis.

In the early days of cycling a register called the "Dead Man's Register" was maintained at the hotel in Antonio, as the cyclists usually arrived there in a state of exhaustion after their arduous plugging over the De Soto hills.

To respect and perpetuate the memory of these pioneer cyclists who paved the way for greater things in local cycle tours, this marker was fittingly dedicated, and it bears the simple, but significant inscription:

**FRISCO HILL.**

After Frisco Cycling Club of St. Louis.

1883.

Erected by St. Louis Cycling Club.

1919.

Placed at the side of the road, but plainly visible to the passerby, this marker, standing three feet high, and cut

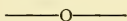
from Montello red granite, serves to remind future generations of the part the bicycle played in the progress of locomotion.

The ceremonies began at midnight amid the glare of red and green lights. Then all hands took turns with pick and shovel in preparing the foundation and setting the concrete base well below the frost line. After the marker was placed and flashlight photographs taken, the cyclists gathered around a monstrous bonfire, where lunch was served and reminiscences of cycling related.

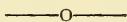
Those who had foresight to bring a blanket snatched a few hours' sleep under the sky, while the less fortunate huddled about the bonfire and continued to exchange recollections of the "early days" until dawn, when all members present returned to Bulltown for breakfast.

Thirty members pedaled out Saturday afternoon, leaving at all hours and arriving by midnight to participate in the memorable event. Eight riders who came out from St. Louis swelled the total attendance to 38.

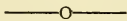
The St. Louis Cycling Club has recently given a "Homecoming Banquet" as a welcome home to its soldier members.



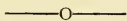
A Western contemporary thinks there is something wrong with a country that makes more automobiles than baby carriages and wheelbarrows.



The goosebone, the corn-husk and the squirrel and muskrat weather prophets all agree that we are going to have an open winter. How sad it is that weather predictions, like dreams, so often go by contraries!



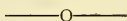
Strikes may spread, but will they spread butter on the bread of idleness?



**Albert Conant Fairbanks.**—Kindly allow me space to say an additional word to what you said in your last issue regarding our old friend Fairbanks. Since he gave up all connection with the bicycle business he had been connected with the Waterproof Paint Co., of Watertown, and for 18 years he had been President of the company. His death resulted from an operation for Cancer of the stomach. His wife died two years ago. He left two sons and two daugh-

ters. All married. He was first Vice President of the Fairbanks Family Association; a member of the L. A. W.; the Boston Bicycle Club; the N. E. St. Rwy. Club; and the Engineers' Club. He was very skilful in the use of the pen knife and made some very fine carvings. In burnt-wood decoration he secured very many wonderful results. His was a very genial personality and he leaves a host of very warm friends.

—Andy.



## HISTORIC DATES OF CYCLING

1880, Nov. 21.—Boston and Massachusetts Bi Clubs open a joint club room at 40 Providence Street. On this occasion a silver pitcher was presented to Charles E. Pratt and he was christened "Father of the League." This was the outcome of a subscription taken at the Newport meet at which no one was allowed to put in more than a quarter. The new headquarters was called the Bossachusetts Club Room.

1880, Nov. 22.—Bertha von Hillern abandons pedestrianism and takes up the bicycle.

1880, Dec. 1.—The Pope Mfg. Co. removes to 597 Washington Street.

1880, Dec. 10.—100 Bicycle Clubs in the U. S.

1881, Jan. 1.—Cunningham & Co. remove to No. 8 Berkeley St., I. O. O. F. building. They bring out a new bicycle, made for them in England, which they call "The Yale." They had before this been selling "The Harvard," and several years later they brought out "The Cornell."

1881, Jan. 15.—The appeal of the L. A. W. for the use of bicycles in Central Park, N. Y., not granted.

1881, Feb. 10.—Bicycling on ice all the rage. Mr. E. G. Thurber, of Providence, R. I., rides to Rocky Point and back, and J. S. Dean makes a long ride on the ice in Boston harbor. E. P. Burnham rides on Charles River. Many serious falls from side slips put an end to the practice.

1881, Feb. 21.—The Union Velocipedique, modeled after the L. A. W. formed at Dieppe, France.

1881, March 10.—Pope Mfg. Co. ships bicycles to Port Elizabeth, Africa, Cuba and Honolulu.

1881, March 19.—Board of Officers L. A. W. meets in Boston. Continental Badge adopted. Dues \$1. Uniform

adopted. Voted annual meet be held in Boston.

1881, April 6.—Hugh L. Willoughby, Treasurer of the League resigns on account of ill health. Dillwyn Wistar appointed.

1881, April 15.—Rex Smith, of Washington, comes forward as a trick rider. Introduces the stand-still feat and also backward riding.

1881, April 29.—Charles E. Pratt resigns as editor of *Bi World*.

1881, May 1.—Queen Victoria was so impressed with the rapidity and apparent ease with which a lady was propelling a tricycle in the Isle of Wight, that she had a tricycle sent to Osborne House for the use of the royal daughters.

1881, May 6.—*Bi World* management made separate papers of the *B. W.* and *Archery Field* which before were issued as one journal.

1881, May 10.—Josiah S. Dean severely bitten by a dog in Medford while he was riding a bicycle.

1881, May 13.—Charles E. Pratt becomes legal adviser of the Pope Mfg. Co. with offices at Pope headquarters.

1881, May 22.—Marine bicycle patented. Constructed with 2 air-tight catamarans 20 ft. long and 7 inches wide. A bicycle suspended between the two boats turned a propeller and the craft was steered by the handle bar. Similar machines are now in use in the Public Garden, Boston, and in very many other public parks.

1881, May 30.—League Meet in Boston. Membership 1571. 800 riders in the parade. Mass. *Bi Club* took prize for largest number in line. Officers elected: President, Chas. E. Pratt; Vice President, J. M. Fairfield of Chicago; Commander, C. Kirk Munroe; Corresponding Secretary, Kingman N. Putnam; Recording Secretary, Samuel C. Clarke of Baltimore; Treasurer, Dillwyn Wistar of Philadelphia. *Bi World* made official organ. Dinner at Music Hall. Bert Pressey exhibits a Star Bicycle. Rex Smith gives fancy riding.

1881, June 6.—Geo. D. Gideon of Philadelphia, rides 108 miles to New York in 15 hours.

1881, July 1.—At New York, Wm. M. Wright on a bicycle and S. Conant Foster and H. H. Walker on a sociable tricycle rode in Central Park to make a test case. Arrested



# Columbia

## Bicycle

Forty years ago Columbia Bicycles — the first American-made bicycles — were put upon the market.

They were given a very cordial reception. They introduced, even in those pioneering days, the highest ideals of construction excellence.

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Described and pictured in the 1919 Columbia Catalog.

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and fined. Appealed. Suit in Court lasted two years. Col. Pope paid expense of the suit which was \$7,000. The decision was adverse to the wheel and later the L. A. W. won a victory for the bicycle in the New York Legislature.

1881, July 1.—Wm. E. Gilman of Chelsea, becomes editor of the *Bi World*.

1881, July 4.—City races on Boston Common. Winners: 1 mile amateur, W. M. Woodside; 2 mile Prof., F. S. Rollinson; Tricycle race, Harry Percival; 2 mile amateur, W. M. Woodside.

1881, July 9.—Fairmount Park Commissioners, of Philadelphia, give increased privileges to bicycles in the Park.

1881, July 22.—As an offset to bicycle accidents on the road and comment on all such by the Press, the *Bi World* publishes a weekly list of horse and carriage accidents.

1881, July 24.—Missouri Bi Club organized.

1881, July 29.—The Pope Mfg. Co. offers a prize for an article on the "Uses of the Bicycle," and also a prize for the best series of sketches showing the bicycle in action. Prizes. Full nickelled Columbia Bicycles. Judges, John Boyle O'Reilly, Rev. H. D. Webster, Wm. F. Halsall.

1881, Aug. 1.—John Keen, of England and De Civry of France, run a series of races at Crystal Palace track, London. De Civry wins the greater number of races including a 20 mile contest.

1881, Aug. 30.—League of Ohio Wheelmen organized at Columbus, O. Races on the program promoted by Buckeye Bi Club.

1881, Sept. 1.—Abbot Bassett enters the cycling world as business manager of the *Bi World*.

1881, Sept. 13.—John S. Prince, recently arrived in U. S. from England, engages in his first bicycle race in the U. S. Enters a 2 mile race at Hingham, against F. S. Rollinson and John Wilson. Takes two headers during the race, remounts and rides to victory over both opponents. Time 8—30¼.

1881, Sept. 14.—Tournament and races at Drury Park, Buffalo. Charles K. Alley takes several firsts.

1881, Sept. 1.—Am. Star Bicycle awarded gold medal at N. E. Institute Fair, Boston. First Prize for best bicycle exhibited. Columbia bicycle gets bronze medal. (The Star

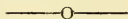
man was the only attendant on duty among the bicycle exhibitors when the Judge went around.)

1881, Sept. 1.—Albert Overman takes to England a tricycle of his own invention. Open front; rear small wheel. His errand was to get some English manufacturer to make the three wheeler.

1881, Sept. 24.—Boston Bi Club annual 20 mile race. W. W. Stall wins. Dean, 2d, Clark, 3d. Lewis T. Frye makes the best time for the Beacon Park track. 1 mile, 3—23 $\frac{5}{8}$ .

1881, Sept. 29.—A. G. Powell, of Phila., rides one-half mile in 1 m. 24 $\frac{3}{4}$  sec. on track of Oxford Agl. Society.

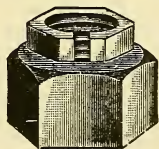
1881, Oct. 1.—Christopher E. Hawley, of Wilkesbarre, Pa. wins Pope prize for article on "Uses of the Bicycle" and Chas. W. Reed, of Boston is awarded prize for best series of sketches.



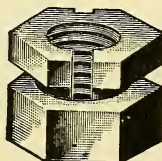
**Under the Hudson.**—The twenty-year dream of a vehicular tunnel under the Hudson River, making possible better and quicker inter-communication between New Jersey and New York states, is no longer a dream. It will be an accomplished fact in a few years.

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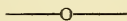
**COLUMBIA NUT & BOLT CO., Inc., Bridgeport, Conn.**

The document consummating this undertaking has been signed by the representatives of the two State Tunnel Commissions and the contract for test borings of the bed of the river has been let. The contract for the actual work of constructing the tube will be let as soon as the tests are completed and final plans are drawn.

The cost of the tunnel will be, it has been estimated, \$12,000,000. The length of time that will be required to complete the work is problematical.

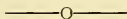
A final report of the progress to date in the preliminary work will be made shortly by Chief Engineer Clifford M. Holland.

The making of the contract was authorized by the New York State Legislature and signed by Governor Smith April 11. Immediately tunnel commissions were ordered and an engineering staff created which has been engaged in making the necessary engineering arrangements.

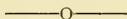


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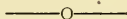
**Millions for Good Roads.**—More than \$600,000,000 is available in the United States for construction of hard surface roads in 1920, according to a statement made by the Department of Agriculture. This sum is more than four times the amount estimated for 1919. Expenditure of the fund, the department announced, is dependent on the ability of the railroads to furnish enough cars to transport material.



**Ban on the Auto.**—The use and possession of automobiles and motorcycles will be forbidden throughout Ireland after November 15. Only those who obtain special permits from the military authorities will be allowed to own and use machines.



The traffic rules of Japan include this one: "When you meet the horse or the cow, speed slowly and take care to ring the horn." But suppose the cow objects to having her horn so treated?



**The First English Bicycle Patent.**—Cyclists may not be generally aware that M. Foy Riviere, for many years a resident of Dublin, was responsible for the first patent for a bicycle taken out in Great Britain. M. Riviere visited Paris in March, 1868, and when driving near the Arch de Triomphe met a strange two-wheeled machine travelling fast. He turned and followed it, and seeing that it could go uphill as well as down, decided that it was undoubtedly the "horse" of the future. After following the rider to his destination, which was the shop of the only manufacturer of velocipedes in Paris, M. Riviere discovered him to be the proprietor of the place, and asked for a similar machine to the one he had seen. Michaux, the manufacturer, had one finished, which he sold to him for twelve pounds. Afterwards they discussed the velocipede question in detail. It ended in M. Riviere arranging to register the patent in England at his own expense, and, if he liked, to buy it for £500. He learned to ride the machine, and showed it all over London and Birmingham, trying to get some business man to take it up; but no one would allow that there was much in it. They all agreed that M. Riviere was "a very clever

gymnast." He would willingly have followed up the patent himself, but the partnership agreement into which he had entered with a Cognac firm did not allow him to give any of his time to an outside business. —Irish Cyclist.

—o—

**Pacemaking in the Air.**—All racing men realize the advantage of riding behind a competitor so as to escape the windage. Our readers may be interested to know that wild ducks and geese that have to fly long distances form a triangle in order to cleave the air more easily. The "pacemaker" at the forward angle of the triangle has a hard time of it, and the strongest birds take it turn about. Woe be-  
tide the unfortunate goose that won't take his share of pacing. The other birds don't require any "anti-loafing association" to help them, and the refractory "flier" is as speedily and thoroughly "plucked" as any luckless student could be by the most severe of "Dons." Cranes, when going for "all-day" flies, form in a long thin wedge, taking turn about at pacing. These and other birds may also, when in smaller numbers, be seen flying in a regular string, "hanging on" in the most scientific way to the leader.—Irish Cyclist.

—o—

**Energy of Propulsion.**—The English Medical Press has invited its readers to supply a reason why a man on a bicycle expends less energy in covering a given distance than a man on foot. The following contribution states the case in a nutshell:

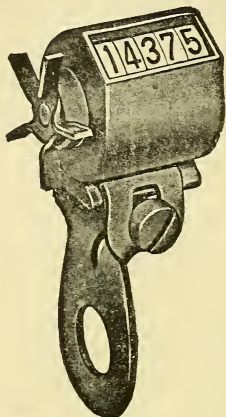
"The explanation is simple, viz., that on a cycle nearly all the energy expended is concentrated on progression, whereas on foot the greater part is dissipated in maintaining the erect position and in lifting the body sufficiently to allow the swinging foot to clear the ground. It is obvious that to raise a body weighing, say, 140 pounds, only half an inch 50 times a minute for an hour represents a substantial number of foot tons. This is not at all difficult to determine experimentally, and the problem has been worked out again and again with virtually the same results."

—o—

"Sorry, ma'am," said our colored laundrylady, returning the week's wash, "but Ah done mislaid yo' husband's pajandrus."



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*Accuracy*

Registers 9999.9 miles and repeats. Dust and waterproof. Figures large enough to be read from saddle. Price \$1.50.

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With an extra dial which can be set back to zero to register the mileage of each trip. Price \$3.00.

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To register mileage of automobiles and horse-drawn vehicles.

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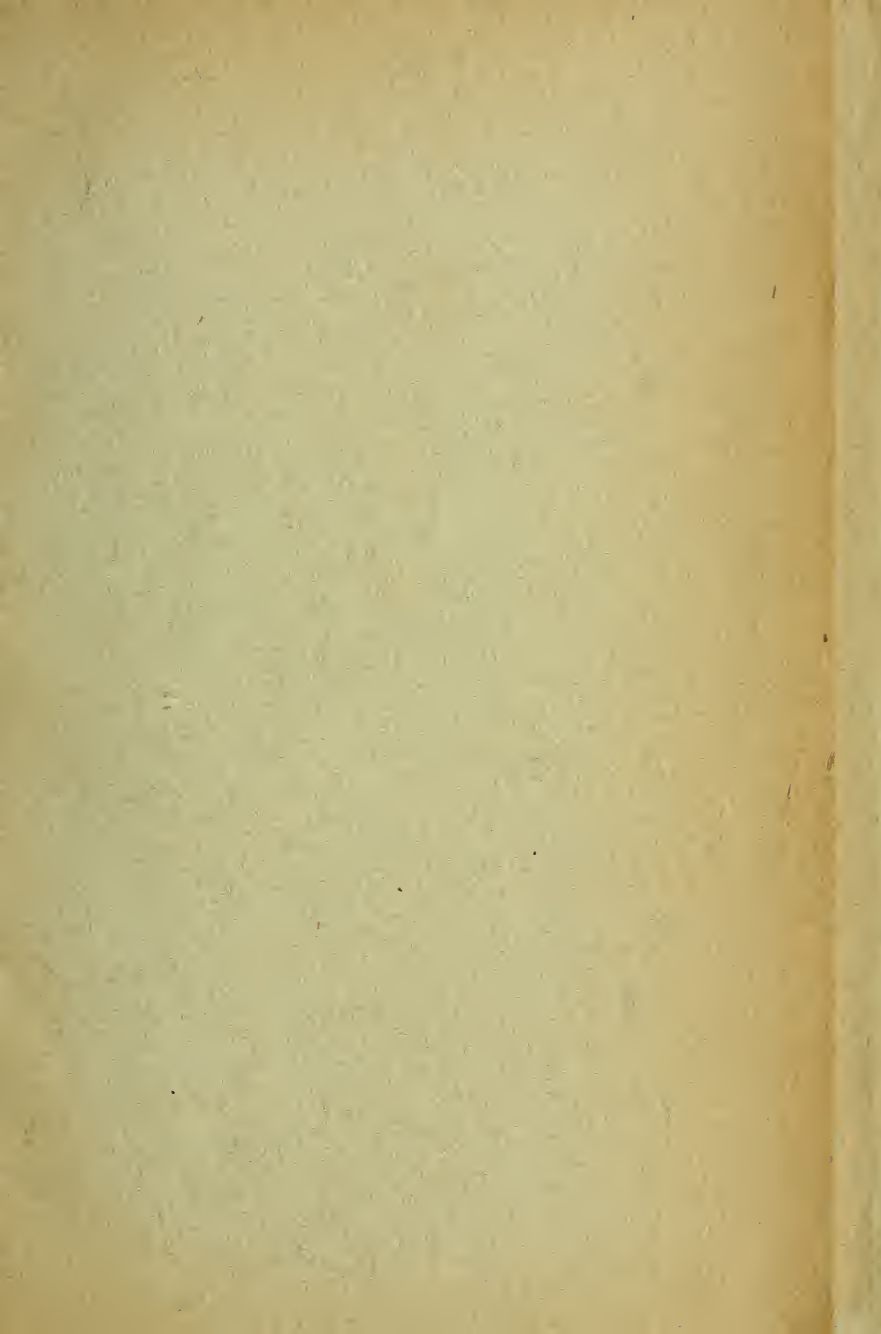
## **The Veeder Manufacturing Co.**

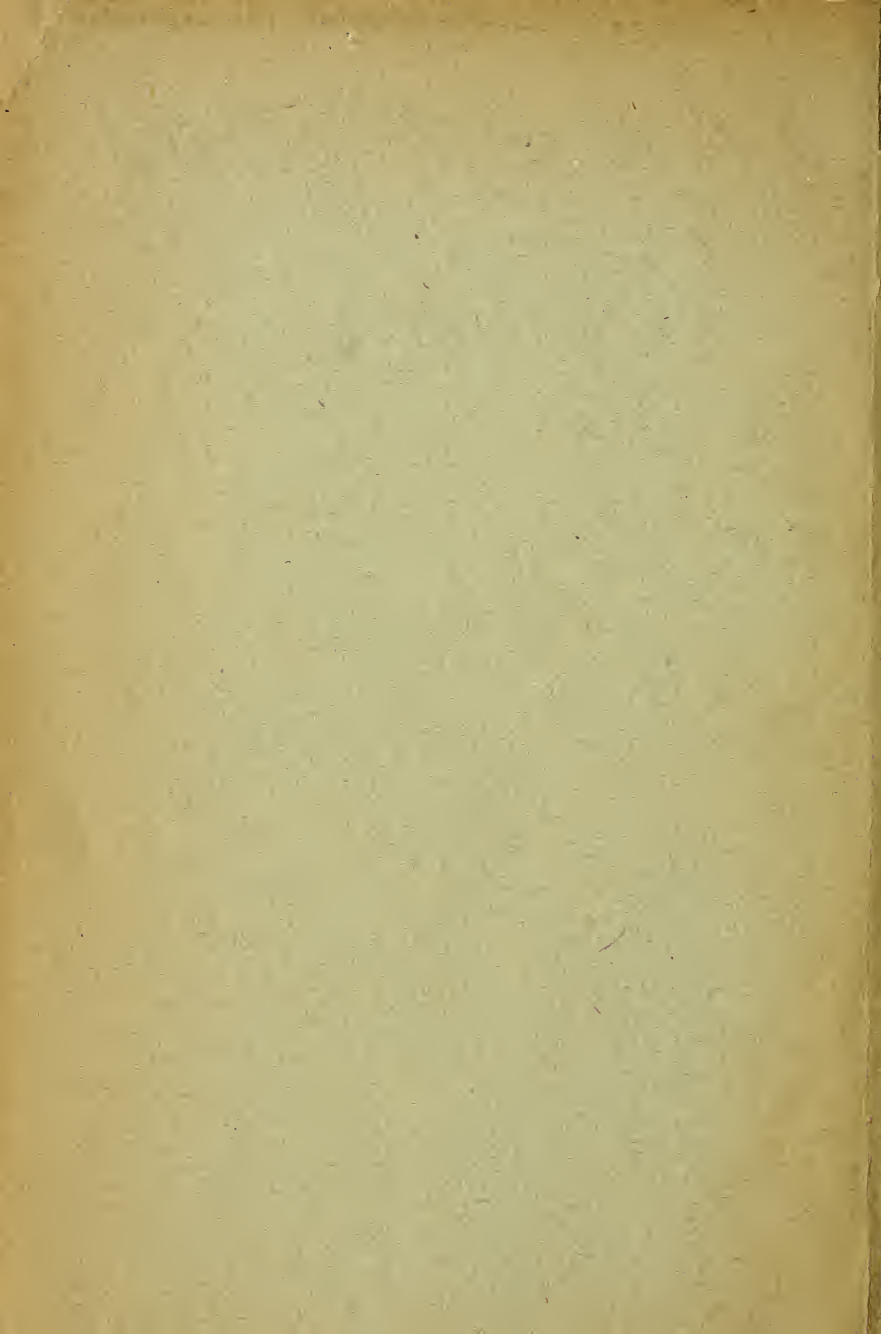
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