



Columbia Bicycles

Columbia Chainless
 1900 Models \$60
 1901 Models \$75

Columbia Chain
 1900 Models \$40
 1901 Models \$50

Hartfords.... \$30 and \$35 Videttes... \$25
 Juvenile Bicycles..... \$20, \$23 and \$25
 Some good bargains in slightly used
 Bicycles at..... \$8, \$10, \$12, \$15 and \$20

Boutell Bros. Sole Agents
 COLUMBIA BICYCLES
 FIRST AV. and FIFTH ST.

\$1,000.00 FREE

TO ANYONE IF

Frederick Roach

cannot prove by actual count that there are

Two Rambler Bicycles

In Minneapolis to ONE of any other make. Did you ever hear of anyone who has ridden a "Rambler," say "he was not satisfied?"
 Anyone who has not ridden a "Rambler" is not in a position to tell how good they are. Rambler bicycles have stood the test for over twenty-two years.
 Frederick Roach has been "selling" and repairing bicycles at 519 Hennepin avenue, opposite West Hotel for the past fourteen years.
 Years of actual test have proved their superiority.

PERFECT RUNNING WHEELS

Light, Strong and Handsome.

Cleveland, \$40, \$50, \$75.
 Quaker, \$40, \$50.

Our Repair Shop is one of the largest in the city. All Work guaranteed and prompt service given.

A. N. ANDERSON, 612 First Avenue South

Tiger Bicycles..

ARE LEADING IN QUALITY AND PRICE.



TIGER PRICES
 Racer and Special... \$50.00 Tigress Special... \$40.00
 Roadster..... \$40.00 Tigress Regular... \$35.00
 1900 Model, \$25 to \$35.00 Tigress 1900, \$25 to \$30.00
 Combination Tiger Tandems..... \$37.50

Harvard—a swell wheel for the boys, Special Saturday, \$22.50. Ladies'..... \$22.50
 Barnes & Wolf American Cushman Frames, \$50.00. Spec'l, \$50.00. Regular, \$40.00

Haynes Cycle Co., 627 First Ave. S.

DOKKEN CYCLE CO.

(Manager, DOKKEN THE TRAINER.)

We Build and Guarantee for One Year the

| | | | |
|----------------|---------|-------------------|---------|
| Dokken Racer | \$48.00 | Riverside Special | \$35.00 |
| The Dokken | \$40.00 | The Riverside | \$28.50 |
| Dokken Special | \$45.00 | | |



Having engaged men with years of experience in building and repairing of wheels, we challenge our competitors. We guarantee our repairing. 2103 RIVERSIDE AV. S.

WIRTESSOHN BROS., Rear of Metropolitan Theatre

BICYCLES AND CYCLE REPAIRING

Storage 50c Per Month

FIRST-CLASS WORK AT REASONABLE PRICES

WE BUY 'UM, TRADE 'UM, SELL 'UM, REPAIR 'UM, RENT 'UM.

CYCLE EXCHANGE, 11 S. Seventh St. TELEPHONE 1777 M. V.

JUDGE OF POLK COUNTY

Charles H. Oakley Elected to Both Long and Short Terms. Specials to The Journal.

Ocoela, Wis., April 5.—From returns received Charles H. Oakley of this village has been elected to both the long and short terms of county judge by a small majority. There were six candidates but the fight was between Oakley and Scharen, each receiving in the neighborhood of 700 votes.

Rice Lake, Wis., April 5.—The city election was the closest it has been for years. The democrats carried the day, with Dr. T. A. Charon for mayor, by a majority of 8 votes.

Grantsburg, Wis., April 5.—Frank G. Dahlberg was elected judge of Burnett county over Canute Olson, present incumbent, by a majority of 120. The county board selected is as follows: Simon-Thoreson, Tobias-Thoreson, Andrew Anderson, Peter Klarquist,

GREAT WHEEL YEAR

Bicycle Dealers Say That the Trade Is Good.

CRANKS SAY SPORT ENDURES

Coasters Are Popular—The Motor-Cycle-Path and Club Gossip—Tag Sale.

Without a dissenting voice local bicycle dealers say that the bicycle still has a hold on the public which cannot be shaken off. Wheeling has got beyond that point now where it is spoken of as a fad or craze which an ever-fickle public would in time tire of. The fact that wheeling has ceased to be simply a "pleasant recreation" and has become a serious business is a very important place in domestic economy, as well as being a power in politics and good government, is alone a sufficient reason why it has come to stay.

A striking feature of the bicycle year is the wonderful increase in the demand for children's wheels. The old idea that wheeling is injurious to the health of children is not desired to be mentioned here this year, the motor bicycle is something to be reckoned with. The perfection of coaster brakes will give a new zest to down hill spins.

Vanderhoof on the Outlook.
 C. H. Vanderhoof, secretary of the Associated Wheelmen of Minneapolis, gives his views as follows: "The bicycle year is greater than ever before in the history of the city. In the first two days of the season this spring there has been a greater turn-out of wheelmen anxious to have a first spin over the dry spots than ever before at this time in the history of the city. There were more than one hundred and fifty bicycles sold on the first Sunday as you ordinarily find on an ideal midsummer's day. The stores are all crowded and buyers are so anxious to have the latest and best that they are examining every new model before making a choice. All this shows a renewed interest in wheeling. General conditions are more favorable for cycling than ever before."

The Associated Wheelmen, an organization which has been looking after the interests of a business-like way, with tangible basis to work on, has commenced the campaign early. We have got the county and city officials working on plans for cycle paths already, and are proceeding along intelligent lines for larger undertakings in the future. As a direct result of our efforts, the county commissioners will this season build to Anoka, Bloomington and Shakopee. The cycle tag sale is booming. The city clerk has sold already 2,000 tags, and this before any contemplated work on paths has been touched. I confidently believe that before the end of this season the sales will approximate from 45,000 to 50,000. We will get better results from expenditures this season, too. The city engineer will make the funds go further. He is a better understanding of his work and of the manner in which it should be prosecuted after his experience last year.

Following are the views of some of the local dealers as to trade and other bicycle conditions:

Fine, Says Fawkes.
 L. H. Fawkes, Manager Great Western Cycle Company—The trade outlook for 1901 is fine. It is so fine, in fact, that I've hardly got time to talk about it. Orders are multiplying at such a rate that we have our hands full attending to them, and as you see, our salesroom is crowded with prospective purchasers. It is this way every day. Juvenile sales are three times greater than they have been in any previous year, and greatly in excess of the sales to adults. It can hardly be predicted that business will exceed that of last year, which was a top-notch year.

There is not a great demand for chainless wheels. The fact that chainless wheels cost \$25 more, and, as a rule, don't run any easier than the others, is a strong argument against the chainless wheels. From the fact that they will be a big item of this year's business. The new state side-path law is all right. It will give us a complete system of cycle paths throughout the state, and give the rights which have been denied them in the past.

"Chainless" Demand Not Growing.
 A. N. Anderson, Cleveland Cycle Company—The bicycle business will be even better this year than last. All who rode last season will have their mounts this year, and an army of converts who have tried to persuade themselves that wheeling was not for them, but a fad, destined to wear itself out, will now get in the game. Those who have been in the habit of annihilating time and space with the bicycle cannot get along without them. Chainless wheels will probably represent about 10 per cent of our sales. The demand for them is not growing. There will be an increased demand for coaster brakes, with which you can go along without disturbing your feet from the pedals, which can be kept from revolving with the wheel by this new device. Double-tubed tires will be favored this year, as they are easier to repair than the single tubes. The demand for diamond frames with women is on the wane.

F. K. Sullivan, Sullivan Cycle Company—Trade prospects are not bright. We will sell more chainless wheels than ever. Coaster brakes and cushion frames are the two novelties in bicycle construction which are now appealing to wheelmen who want the latest thing on wheels.

William Edwards, Edwards Cycle Company—Business is holding its own thus early in the season with last year's phenomenal record. Every one wants a wheel with a coaster brake.

Charles S. Bushnell, Northern Cycle Company—We have a big lead already on last season's opening trade. The motor bicycle has reached that point of practicability where people are willing to give it a try and many propellers will be sold this year. There is a constantly decreasing demand for chainless wheels. They can say that they will, but it is not the correct method of transmitting power. Beveled gears are to be avoided whenever possible.

Large Sprockets Not Popular.
 "Rainmaker" A. H. Hansen, Hansen Cycle Company—I am staying up nights trying to catch up with the business. I never saw anything like it. There will be few wheels sold this year with large sprockets. The demand with common-sense, practical riders, now is for medium sprockets. The happy medium is an eight-rat sprocket, twenty-four front and seven-inch crank. Fifty-four gear is about right and twenty-two pounds is the correct weight. From what I saw of the motor cycle during a recent trip to Chicago, I don't think it will have the call this season. With several races planned for Harriet this summer, the outlook for racing men is very hopeful.

Don't you believe this talk about women discarding diamond frames. I have more orders than ever before for diamond frames. I insist on riding bicycles for men.

The Order Business.
 J. A. Wirtessohn, Wirtessohn Brothers—The general outlook for bicycle trade is about the same as last year, with this difference—those dealers who build wheels to order will get a larger percentage of the business, especially as the demand is again going toward lighter mounts. There is a larger field for choice now in selecting the various parts used in building a light, sub-

stantial wheel. Riders who have tried to get a light wheel from the large manufacturers know that twenty-two pounds actual scale weight is about the best they can ask for.

The demand for second-hand wheels will show a falling off on account of the low price of new bicycles. In fact, '95 or '96 models cannot be disposed of just now. Prices in all staple sundries and repairs will remain more uniform than in former years on account of the strong local association. The popular choice this year will be the chain motor as against the chainless.

There is very little change or improvement in tires. Whoever patents a light, resilient, puncture-proof tire will become a Carnegie in wealth in short order. The bicycle paths will have more patrons than ever. It seems to me they could be constructed on a much more permanent basis for a very slight advance in the cost over present methods of construction. The boards for side supports should give way to some more lasting material. Instead of clay or sand as a bed for gravel, cinders should be used. They do not retain moisture. The ideal path should be rideable in all kinds of weather.

What Roach Says.
 Fred Roach, Fred Roach Bicycle Company—Business has not looked so bright in fourteen years. People who have been hearing their neighbors had them—because it was "the thing"—gave them up for two years. This had a backward tendency, especially with women. The popularity of the wheel is now growing by leaps and bounds with people who know what a convenience it is in their every-day business, as well as for pleasure. The average weight of the wheels most in demand now is twenty-two pounds. Cheap wheels were made heavy in order to support the weight. Now that the price of tires has gone up, the weight of the wheels is being reduced. There is no excuse for riding a heavy wheel. Diamond frames won't be used by ladies.

Good Path Year.
 W. S. Haynes, Haynes Cycle Company—We are all looking for a great wheeling season. To begin with, we are now commencing to put down last season's wheels, which were put down last season, \$15,000 worth all told, and with an additional \$20,000 which we estimate will be collected in 1901 from the same source. The \$35,000 which will be spent on the country paths in Hennepin county. A revival in the interests of wheeling is a certainty. Many of the old riders who have been resting on their oars, so to speak, have informed me that they intend doing more riding this season than last, and adds that this seems to be the prevailing sense among his friends who ride the wheel.

Bicycle by the Pound.
 H. W. Loomis of Kennedy & Co.—There is perhaps no other one branch of business that has undergone such radical changes or made such rapid strides as that of the bicycle. A rather curious illustration of the above was a farmer purchasing a second-hand machine from us. He was looking for a better machine of the same type. He had two wheels in the shape of spring frames. They caught the eye of our rural friend and their weight seemed a convincing argument in favor of the durability of the machine. He bought the machine for 10 cents a pound. The two wheels figured up \$16. The original selling price was \$25. Compare this with the average price of a new machine of the same type. The new Regal wheel built by Stearns, Syracuse, N. Y. This wheel weighs but 22½ pounds, is even a stronger machine and costs but \$25. From a heavy, clumsy machine of a few years ago, we have a trim, neat bicycle of the present day, we can thank the ever high spirit of American progress. The past two years low grades had been in demand, but they seem to have been years of education to the buying public and the low grade machines have educated them to the fact that nothing is so cheap as a cheap piece of machinery. We cannot afford to forget the three C's, namely: The machine equipped with cushion frame and coaster brake. This is unquestionably the highest type of present bicycle, and after looking it over and carefully noting its many improvements over even our last year's machines, it seems as though perfection had been reached. The price of a high grade machine thus equipped is from \$75 to \$85.

COUNTRY PATHS ARE BAD.
 St. Paul Bicyclist Makes a Tour of Inspection.
 The Minnetonka, Bloomington, Fort Snelling and Calhoun-Harriet cycle paths are in bad shape for riding just now—so bad that a St. Paul bicyclist who came to the city to get relief from the paths in that city, got interviewed by the Minnetonka path. He declares that the Minnetonka path has been nearly obliterated in many places between Calhoun and Minnetonka by milkmen and farm wagons. From Lake street to Fort Snelling, he found the Minnetonka path under water. The interurban paths on Summit and University avenues will, in his opinion, require surfacing and filling after the ground dries.

A SUCCESSFUL CLUB
 Flour City Cyclists Are in Flourishing Condition.
 Minneapolis wheelmen have for many years been working hard to form at least one successful cycle club. Their efforts proved unavailing until about three years ago, just after the passing of the United Wheelmen, when a party of South Side wheelmen met with the avowed purpose of forming a club. The result was an organization, founded on a substantial basis. The charter members are Charles J. Tyren, Ben Erickson, Fred Berg, J. P. Meyers, August Stone, C. S. Dokken, L. W. Holmeier, A. B. Schoute and Charles Erickson. Temporary quarters were secured in the rooms of the South Side Commercial club. The first regular meeting was held in those rooms and it was there that permanent organization was effected. The first officers were: President, Ben Erickson; vice president, August Stone; secretary, Charles J. Tyren; treasurer, Charles Erickson.

Two months after the organization of the club secured quarters over station B on Cedar avenue, free of charge, which were occupied for the ensuing six months. From these modest beginnings the organization has grown into the popular Flour City Cyclists' club, one of the most successful associations of wheelmen in the northwest.

The next move was to the Elbridge building, Cedar and Riverside avenues. The club has a hall and a bath, and with the proceeds fitted up the rooms in elegant style. Six months more necessary another move, the club having grown so rapidly that larger quarters were demanded.

A detached dwelling house at Park avenue and Elsworth street was next secured. It was at that location that the club saw its greatest growth, over eighty members being admitted during the first three weeks in those quarters. Applications in so fast that a limit was set on the membership, and the entrance fee was doubled.

A New Location.
 Constantly increasing membership has at length driven the club to seek a more spacious building at Sixth street and Second avenue S., formerly occupied by the Associated Charities, a new building being modeled and fitted with all modern conveniences. It will be the finest cycle club house in the northwest when in its finished state.

The club will give a house warming the latter part of April, when it will hold its opening social.

The club is incorporated under the laws of Minnesota. All its business is vested in a board of directors, composed of nine members.

They are: Andrew Westerdaal, president; C. H. Vanderhoof, vice president; Charles J. Tyren, secretary; J. H. Walstrom, treasurer; H. S. Haynes, Ben Erickson, G. C. Merrill, A. A. Hansen and L. T. Lincoln.



50, Model 37, Dayton's, only \$35
 2 Viking \$40 Wheels, only \$25
 5 March Davis \$35 Wheels, only \$20
 1,000 Hand Pumps, only 15c
 500 elegant Brass Foot Pumps, only 29c

See the Thomas Motor Bicycle, the greatest pleasure rig of the day; 20 miles an hour without pedaling. Agents for Orient gasoline runabouts, Fanning Electric Carriages and the Mobile Steam Carriage.

GREAT WESTERN CYCLE CO.

L. H. Fawkes, Manager. 601-603 First Av. South.

Let us Fix Up Your Wheel!

In first-class shape for the season. We do good, honest repairing, rebuilding, enameling and general bicycle building.

Our store room is one of the best located in town—always open to you, day and night—50 cents per month.

William Walsh 43 Fourth St. S.

IVER JOHNSON BICYCLES.

Roadster \$30.00 and \$35.00 | Racer..... \$45.00
 Cushion Frame \$50.00

'HONEST CYCLES AT HONEST PRICES'
 The excellence of the Iver Johnson Bicycles in material, workmanship and finish is so well known that further comments are not required.

CALL AND SEE FOR YOURSELF. NELSON & MATTSON 325 NICOLLET AVE.

Meyer Cycle Co. BICYCLE MANUFACTURERS and Repairers.

21 Fifth St. S., Between Nicollet and Hennepin.
 Make a Specialty of Adjusting, Cleaning & Repairing Chainless Bicycles

First-class Enameling, Remodeling and Repairing. Bicycles Stored and Cleaned by the Month.
 The Meyer Bicycle Built to Order \$35 to \$55. Other Makes from \$25 Up. Tel. 2777-J-2. MINNEAPOLIS.

We Build Rainmaker Bicycles, \$50

With your choice of any high grade equipment.
 General Repairing, Sundries, Vulcanizing, Enameling and Remodeling. Bargains in Second-Hand Wheels.

A. A. HANSEN CYCLE HOUSE Phoenix Building, 1st Avenue S. & Fourth Street.

Peterson's Cycle Hospital

We are Builders and Repairers of bicycles—Sixteen years of experience in repairing. Will guarantee satisfaction.
 Broncho Bicycles... \$50 Coyote Bicycles... \$35
 SOLD ON INSTALLMENTS. 511 First Avenue South.

GEN. CLAY SHOOTS

Deputies Undertake to Serve a Writ of Delivery.
 Neighbors Are Afraid to Go Near the Clay Mansion to See If He is Hurt.

St. Louis, April 5.—A special to the Post-Dispatch from Valley View, Ky., says General Cassius M. Clay to-day refused to admit to the famous Whitehall mansion Deputy Sheriff Collier and two other deputies, who had gone there from Richmond to serve a writ of delivery sent by Mary B. Clay for furniture.

A fusillade between General Clay and the deputies ensued, during which fifteen shots were fired. It is not known whether any one in the Clay mansion was hurt, but the neighbors are afraid to go near the place. None of the shots fired at the deputy sheriffs took effect.

The Eastern Minnesota Railway Morning Train to Duluth is the fastest train Minneapolis to Duluth and Superior. Leaving Minneapolis at 8:20 a. m., it arrives in Duluth 1:55 p. m. The only morning train to the "Head of the Lakes" with Buffet Observation Parlor cars.

RIDE A DAYTON OR AN ORIENT and be in the push. The Finest Constructed, Handsomest and Strongest Wheels built.

SPECIAL SNAPS FOR SATURDAY
 50 Perfection Mud Guards, only 50c
 Oil Graphite and Cement, No size, only 3c
 100 20th Century Gas Lamps, only \$2.25
 100 pairs guaranteed S. T. Tires, only \$2.50
 100 pairs unguaranteed S. T. Tires, only \$1.50
 10 SECOND HAND BICYCLES AT YOUR PRICE.

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TRIBUNE Bicycles.

Chainless, \$75 and \$60 Chain, \$50 and \$35
 The wheel for 1901—The blue wheels you see on the streets are "Blue Streak" Tribunes, the wheels which are good this year, next year and every year. Buy a Tribune and be satisfied.
 WE ALSO HAVE SNELL BICYCLES, \$25 to \$50.
 NORTHWESTERN MOTOR VEHICLE CO., 611-13 FIRST AVENUE SOUTH.

SUBSTITUTION

The FRAUD of the Day.
 See you get Carter's, Ask for Carter's, Insist and demand CARTER'S Little Liver Pills. The only perfect Liver Pill. Take no other, Even if Solicited to do so. Beware of imitations of Same Color Wrappers, RED.

PROPOSALS FOR INDIAN SUPPLIES—Department of the Interior, Office of Indian Affairs, Washington, D. C., March 7, 1901.—Sealed proposals, in two envelopes, for beef, flour, etc., as the case may be, and directed to the commissioner of Indian affairs, 225 Johnson street, Chicago, Illinois, will be received until 1 o'clock p. m., of Tuesday, April 9, 1901, for furnishing for the Indian service beef, flour, bacon, beans, coffee, sugar, rice, tea and other articles of subsistence; also for boots and shoes, groceries, soap, baking powder, crockery, agricultural implements, paints, oils, glass, tinware, wagons, harness, leather, shoe findings, saddlery, etc., hardware, school and medical supplies, and a long list of miscellaneous articles. Sealed proposals, indorsed "Proposals for blankets, woolen and cotton goods, clothing, etc.," as the case may be; and directed to the Commissioner of Indian Affairs, Nos. 77 and 79 Wooster street, New York city, will be received until 1 o'clock p. m., of Tuesday, May 7, 1901, for furnishing for the Indian service blankets, woolen and cotton goods, clothing, notions, hat and caps. Bids must be made out on government blanks. Schedules giving all necessary information for bidders will be furnished on application to the Indian office, Washington, D. C.; Nos. 17 and 19 Wooster street, New York city; 225 Johnson street, Chicago, Ill.; No. 1208 Howard street, Omaha, Neb.; the commissaries of subsistence, U. S. A., at Cheyenne, Leavenworth, St. Louis, St. Paul and San Francisco; the postmasters at Sioux City, Yankton, Arkansas City, Caldwell, Topeka, Wichita and Tucson. Bids will be opened at the hour and days above stated and bidders are invited to be present at the opening. The department reserves the right to determine the point of delivery and to reject any and all bids or any part of any bid. W. A. Jones, Commissioner.

CURSE OF DRINK

WHITE DOVE CURE never fails to destroy craving for alcoholic liquors. The appetite is restored and the system purified. Price 50 cents. Sold after using this remedy. Given in any liquid form. Beware of cheap imitations. Write to Voegeli Bros. and Gamble & Ludwig, druggists