

Bicycles

This year we are going to sell you better bicycles at cheaper prices than ever before. We have a complete line of "National" and "Imperial" wheels and you ought to see them before buying your new wheel.

- NATIONAL** with GUARANTEED TIRES, for only..... **\$35.00**
- IMPERIAL** with GUARANTEED TIRES, for only..... **\$20.00**
- WASP** BICYCLE, with GUARANTEED TIRES, for only..... **\$15.00**

Wheels sold for cash or easy payments, old wheels taken in exchange. We also carry a large line of stoves, Mechanics' Tools, Cutlery and Kitchen Utensils, on which we save you money.

OTTO ROOD

Hardware, Stoves, Bicycles 417-419 Central Av.

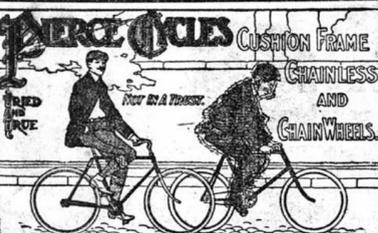


1902 Features

Hexagonal Head, Small Hubs. 1902 Prices—\$35, \$40, \$45, \$55. 1902 Chainless—\$65 to \$75.

We will close out our 1901 Tigers, mostly in **\$25 to \$35** Ladies' models, for..... **\$37.50** Barnes, 1901, Cushion Frames..... **\$37.50**

STORE FULL OF SNAPS. COME EARLY. **Haynes Cycle Co.** 627 First Av. S.



FACTS

It is the constant jarring, jolting, bumping and thumping that mars a rider's pleasure and tucks out the chainless, and you can go further and faster with less fatigue and more comfort than on any bicycle manufactured. All wheels sold on easy payments.

Sullivan Coal and Cycle Co. 626 First Ave. South

1902 MODEL RAINMAKER BICYCLE

Now ready for your inspection. Strictly High Grade in every respect. Neat and light running, up to date and durable. Your own choice of any high grade equipment. Our efforts are concentrated in the endeavor to build the Highest Grade Wheel on the market, and we don't care who knows it. Price..... **\$45 and \$50**

We are also city **Powerful Mitchell Motor Cycles** agents for the. These machines are past the experimental stage and are practical and reliable. A safe and economical means of locomotion. Call and see samples. You can make no mistake by placing your order for a Mitchell. Does your wheel need repairing this spring? If so give us a trial. We employ no kids to tinker with your wheel. First-class workmanship only, our motto. Coaster Brakes of all kinds. Tires, sundries, enameling, etc.

We Make a Specialty of Repairing Chainless Wheels. **A. A. HANSEN CYCLE HOUSE,** Now Located at 107-109 Postoffice Court.

JOHNSON TIRES

They are the best and cheapest any way you figure. The keynote of our policy in this as well as in other lines is progressiveness, our aim being to give our customers the benefit of the best skill procurable, the latest methods and the best product in the market. We have handled tires for years. We have had first-class tires all the time.

Johnson Special, per pair..... **\$6.00**
Johnson No. 60 Tire, per pair..... **\$4.50**
Columbia Roadster "Gem," per pair..... **\$3.50**
Western Star, per pair..... **\$5.00**

Others too numerous to mention. Before buying tires come and see what we can do for you. **J. N. JOHNSON & CO., 915 Nicollet Av.**

TO INSURE A first-class job on enameling your wheel, be sure and have your dealer bring it to the TWIN CITY ENAMELING WORKS,

529 SECOND AVE SOUTH. We have a lot of Second Hand Bicycles of every kind and of every description, from \$3 up.

Oscar J. Schramm, THE CHAINLESS MAN

Practical Bicycle Repairer and Machinist, Specializing in Chainless Repairing. Vulcanizing, Brazing, Re-Enameling. The Silver King Built to Order. **COASTER BRAKES put on..... \$6.50** Opposite N. Y. 122 South 5th St. Life Building.

1902 Rambler Bicycle \$35

With the Detachable G. & J. Tires, only..... **FREDERICK ROACH, Agt.** 519 HENNEPIN AVENUE. Largest and Best Equipped Repair Shop in the State. Established in 1887.

BRISK ROOM IN BIKE BUSINESS

Signs of the Times Indicate That This Is Going to Prove the "On" Year.

More Riding Is Expected This Season Than for Several Years Past.

With automobiles gradually coming into common use and horse flesh looking up, the bicycle comes up smiling as usual this season. The final elimination of the "rad" phase of wheeling in its every form, and the reduction of this great modern conveyance to more of a business basis, finds it more popular than ever this season. It is no longer classed exclusively under the head of sports; it is almost a necessity of life.

Wheeling has quickened the pace of business in a hundred different ways. In the factory which makes the average business man for getting about town quickly, where street cars are unavailing and carriages are too expensive, it has enabled him to multiply his operations and transact in a day double the amount of business than was possible before he contracted the bicycle habit.

This spring the Minneapolis public has turned to the bicycle even more eagerly than in the past, because of the welcome relief which it offered in the way of rapid transit to and from business from overcrowded street cars. Never in the history of the city has street car traffic been so congested as during the winter. The patient strap-holders who have been jammed and stepped upon in street cars have bided their time and looked anxiously forward to the season when, with returning spring, they could "cut out" the cars and get down town or home much more rapidly than by trolley.

Big Tag Sales Expected.

Conditions have this generally combined to make this the heaviest year of bicycle history, especially from the solid, substantial standpoint of trade and considering the wheel in its utilitarian aspect. The arrangements made already by the city clerk give an idea of how large an increase there has been since last year in the amount of wheels which will be in general use this season. Last year the city clerk's tag sales showed that there were 30,000 licensed wheels on the highways and by-ways and cycle paths of Minneapolis. Anticipating a big percentage of increase this year Clerk Lydiard has already ordered 63,000 tags. There is every reason to believe that the number of applications for licenses entitling riders to the use of the cycle paths will be greatly in excess of that number, and the clerk is prepared to supplement his supply of tags if the occasion demands it.

Old wheelmen who are pretty familiar with the cycling population of the city predict that there will be not less than 35,000 licensed wheels in general use here by the time the spring riding season in addition to that number they declare that there are not less than 5,000 unlicensed wheels whose owners keep to the middle of the road or have the nerve to use the paths when cycle detectives are not on watch. This practice is one which self-respecting wheelmen do not believe in equating with special privileges to none should do their best to discourage. Sooner or later the rider who insists on the paths to the detriment of the maintenance of which he has not contributed a cent, will come to grief and be forced to pay, by way of fine, a sum greatly in excess of the contribution which the law otherwise demands of him.

This the "On" Year.

While dealers are preparing for a brisk business and in every case have laid in the new stocks of 1902 models, old wheels from which the dust and cobwebs of storage-houses have been lately removed, will be largely in evidence. One dealer, who apparently reflects the sentiments of his associates, has discovered that every other year is an off year in the bicycle business. Perhaps the business declines one year or else a season's hard riding takes the edge off of the general interest in wheeling, and as a result there is a lull in operations the succeeding year. But it always picks up with the alternate season. This is an "on" year, and the wheels which were out of commission last season are again being brushed up and ready for the road ahead of them. The fact that in a majority of cases, owners want the veterans thoroughly overhauled and patches on and are particularly insistent that a new coat of enamel shall make them look as new as possible, indicates how great the revival has been. Month after month has appeared this year which have not seen the light of day for several seasons.

"To my mind," said Mr. Fenestomacher of the Cycle Trade Association, "the future of wheeling is the strongest possible proof that the bicycle has come to stay. It is a conclusive argument in favor of the wheel as a utility, it means that the bicycle, more than ever, is being put to a practical use and that the chief question which concerns riders now is whether their wheels are still good enough to carry them to and from their work. An old wheel, patched up now for the season is a good investment because of a comparatively small outlay on repairs, every rider can realize a considerable profit for the season in the amount thus saved in street car fares. That's why there will be more old-style wheels in the game this year than ever before. One reason for this is that conservative wheelmen believe the bicycle has about reached the final stage in its evolution; that is to say, its mechanism has been so nearly perfected by the constant application of inventive genius that the models of recent years differ but little over those that have gone before. The improvements of 1902 are in details that in the last three years are so slight, save in one or two important details, as to be scarcely noticeable, and consequently there has not been the inducement heretofore existed to buy a new wheel in order to keep up with the procession. That is another reason why the eighty-five repair shops of Minneapolis have been working overtime ever since spring began to show up. Most of them report their inability to keep up with their orders, and it is a fact that business has never before been so rushing in that branch of the cycle trade."

Changes in Construction.

The only changes in this year's models over those of 1901 are in details that construction, so important for the most part as to be scarcely worthy of remark. As a general proposition, small tubing and small hubs predominate, and some manufacturers have made a novelty of the hexagonal head. The coaster brake, which was fairly installed as a permanent improvement last year, has come to stay. It has passed the experimental stage and has proven such a useful member of a wheel's anatomy that

it has been quite generally adopted. The price of the brake has been reduced a dollar, and is now within the reach of all. Low or happy medium gears are the thing now. Only in exceptional cases will wheels be geared higher than 72 to 84 tires, the tendency is more and more toward the single tube, which can be mended more easily than the double-tube wheel, and the tendency is more and more to buy a cheap tire which keeps the wheels in the repair shop but the time.

The Racing Game.

The racing outlook for the season in Minneapolis is encouraging, considering the general lack of interest in the sport in the northwest. As a general proposition it has been up to the dealers to promote race meets and get their compensation for time, expense and labor involved in the advertising and securing of other reasons than that they help sustain interest in wheeling as a sport as well as a transportation factor. It is in this connection alone that the Cycle Trade Association and its individual members will probably promote more race meets this year than in any previous season.

Already there is talk of a big midsummer meet at Lake Harriet. To add to the interest of the occasion it has been proposed that the motor cycle and automobile race be put on in conjunction with the bicycle events. It is possible that some of the biggest motor vehicle companies in the east will be secured to participate in the speed trials. It would be a big thing for the auto companies from an advertising standpoint and has been suggested that an effort be made to induce Fournier, the famous French chauffeur, to visit Minneapolis at this time.

About the Cycle Paths.

The season will see some extensive improvements to the fine system of cycle paths which now runs in every city in every direction. Gradually, wherever opportunity offers in the outskirts, an attempt is being made by the park board, city engineer and city engineer generally to overcome grades. When it is feasible to run a path around a hill without much expense it is the aim to bring the paths to a level as far as possible. An important improvement in that direction this season will be the construction of a path along the boulevard at Lake Harriet, from the point of intersection with the Lake street path at the north end of the lake to get around the rather heavy grade which rises at that point and is now a few hundred yards further south on the boulevard near the bathhouse and dock. It is now proposed to switch the path to the edge of the lake, and to continue it under the bluff until it reaches level ground. Secretary Ridgway of the park board, which would have charge of the work, has already secured an appropriation of \$3,000 with which to prosecute the improvement.

Season's Path Work.

The cycle path committee of the city council met this afternoon to arrange the preliminaries for the season's work. The committee had a complete report of the extent of the work yet remaining to give Minneapolis a complete system of paths. The committee had as a working basis that portion of City Engineer Sublette's report last year with regard to afternoon runs for the summer will soon be announced. This association is the most important organization of its kind in Minneapolis to-day, and it is entitled to great credit for its contribution to the cause of wheeling. Now that wheeling has been so largely stripped of its frivolous and pleasure-loving character, the field of usefulness is opening up to the association.

Several miles of path are to be built out Crystal Lake avenue to connect with the Hennepin path. Other extensions will be along Twenty-eighth street from Park avenue to Hennepin; Fifteenth avenue SE to Talmage; Talmage to Twenty-fifth avenue SE; Nineteenth avenue NE from Filmore street to the stockyards road; Portland avenue from Thirty-eighth street to Minnehaha boulevard; Fremont avenue north to connect with the Second street path, and along Franklin avenue from Cedar avenue to the Franklin avenue bridge. There is still \$750 remaining in the fund set aside by the city council for cycle path repairs, and it is probable that the council will see its way clear to making an extra appropriation should conditions warrant such action. Last year the city engineer built 12.82 miles of paths at a total cost of \$9,838.35. Up to Jan. 1, 1902, the total cycle path mileage completed within the city limits was 40.19 miles. The estimated cost of repairs for 1902 is \$2,891.45. After this year Mr. Sublette believes that the tax on wheelmen who use the paths should be reduced from 50 cents,

Mammoth Bicycle Sale

BOUTELL BROS.' ENTIRE STOCK



We have purchased the entire Bicycle stock of Boutell Bros., which consists of nearly 200 Columbia, Yale, Hartford, Stormer, Pennant, Yale and Elfin Juvenile wheels. These wheels must be closed out quickly. We offer them at especially low prices.

Commencing Saturday, 'Till Sold.

Anyone desiring a wheel should avail themselves of this, the greatest Bicycle Sale in the history of the wheel business. Anyone desiring a wheel should call at once and make a selection and pay a deposit on their wheel, which they can take out at any time they desire. We will also accommodate our customers with time payments. This mammoth stock is practically all 1901 models and includes chainless, chain, road and racing models, besides 4 second-hand chainless, 2 tandems and 25 other second-hand wheels.

	Regular Price.	Sale Price.
1901 Chainless Columbias	\$75.00	\$50.00
1901 Chain Columbias	50.00	33.00
1901 Stormer Wheels	35.00	20.00
1901 Pennant Wheels	30.00	15.00
1901 Niagara Wheels	30.00	15.00
Juveniles, the Finest Made . \$20 to \$25	\$15 to \$20	

Our regular line of wheels includes Columbia, Hartford, Dayton, Orient and Great Western wheels

AUTOMOBILES

We are agents for the Famous Lo Comobile Steam Automobiles, the Rambler and Winston Gasoline Automobiles, and The Fanning Electric Runabouts.



See our line of Automobile Lamps, Coats, Caps, Goggles, etc. Our Thomas motor cycles are the finest in the world, we are distributing agents for the northwest; prices \$150 to \$200. Dealers may have our 64-page catalogue of Automobiles, Motor Cycles, Sundries and Phonographs for the asking.

GREAT WESTERN CYCLE CO

L. H. FAWKES, 601-603 First Ave. South, Corner Sixth Street. H. E. WOODS, Proprietor. Manager.

Important Notice

We have this day disposed of our Bicycle Business—also all our Wheels—to the Great Western Cycle Co. We wish to thank all our bicycle buyers for their patronage extended to us in the past.

CHOICE OF U. S. SENATORS

HANSEN BELIEVES IN POPULAR VOTE

He Will Support a Constitutional Amendment—Letter to Mayville Constituent.

Special to The Journal. Mayville, N. D., March 14.—Senator Hansbrough has written Robert L. Kenney of this city the following letter defining his position on the question of popular election of United States senators:

Washington, March 14.—R. L. Kenney, Mayville, N. D.—Dear Sir: Replying to the petition sent me recently from Mayville, requesting my views as to the proposed constitutional amendment providing for the election of senators by popular vote, permit me to say that I have not lost sight of the fact that ours is a popular government, and that it will remain so as long as the people rule. There seems to be a widespread desire among the people that senators should be elected by popular vote, and I am free to say there is much justice in this view. In my personal career I have kept myself free from any alliance other than that alliance which to me seems to be an entirely proper one, to-wit, an alliance with the people who sent me here, and while I am a senator of the United States I do not propose to owe allegiance to any combination in which the people do not rule.

For these reasons I should support a constitutional amendment providing for the election of United States senators by popular vote. I authorize you to convey this information to the other gentlemen signing the petition. Very truly, —H. C. Hansbrough.

FOREIGN B. & L. MEN

New Law Is Helping Wisconsin—Some Swindled Nevertheless.

Special to The Journal. Madison, Wis., March 14.—In the annual report of the state bank examiner to the governor on building law, long and soundly uttered, and by Deputy G. B. Bartz and submitted late yesterday afternoon, attention is called to foreign associations and investments on the part of the fraudulent character, not all of which are reached by the law enacted last winter, and some of which the department, in the absence of a sufficiently stringent state law, is trying to get at through the postoffice department. On this subject the report says:

Since the enactment of chapter 216, laws of 1899, this department has not licensed a single foreign company to do business in Wisconsin, yet many different concerns under high-sounding titles, with an elaborate prospectus and enticing promises, are constantly attempting to do business, and a few succeed in securing some parties before their schemes become known to this department. The law is broad and sweeping, and is accomplishing much good, but does not reach all those that promise much for little, often it is feared, with the knowledge that nothing will ever revert to the investor. These fraudulent schemes usually impudently upon that class of our people that can but ill afford the loss.

NEW BLOOD COMING.

Special to The Journal.

Hoffman, Minn., March 14.—Several farms have changed hands here during the winter, and the result is that the new owners are now coming in every day to take possession before seeding.—C. A. Wild, A. J. Amoth, Krist Kjelstrup, Ole Lindstrom, W. J. Hanson and Andrew Hilland left over the See for North Dakota to take homesteads. Should they report favorably many more will go later on.

New or second-hand cameras at Clearance sale. Prices below cost. French Store. Best for you because best made, Satin-Skin Cream and Satin-Skin Powder. Use in proof. 25c. At leading stores.

Tribune Bicycles

(BLUE STREAK)



Chain Wheels, \$35.00, \$40.00, \$50.00. Chainless Wheels, \$60.00. **Northwestern Motor Vehicle Co.** 112 Sixth Street South.

BICYCLE SNAPS

Good Servicable Road Wheel..... **\$15.00**
1902 Cyrus, Guaranteed..... **\$20.00**
Regal, 1901 Model..... **\$25.00**
Regal, 1902 Model..... **\$35.00**
Spalding Chainless..... **\$40.00**

Complete Repair Department. BASE BALL, GOLF, "PING PONG" and GOLD SEAL RUBBER GOODS. **Kennedy & Co., 324 Nicollet.**

RIDE A "SUMMIT"

this season. They ride easy. They are made simple. They last the longest and they are made by the best skilled labor. We make them to order for..... **\$35 \$40 \$45 \$50 and \$55** We also repair, enamel and store wheels.

EDWARDS CYCLE CO., Telephone T. G. 1076. 119 Sixth Street So.