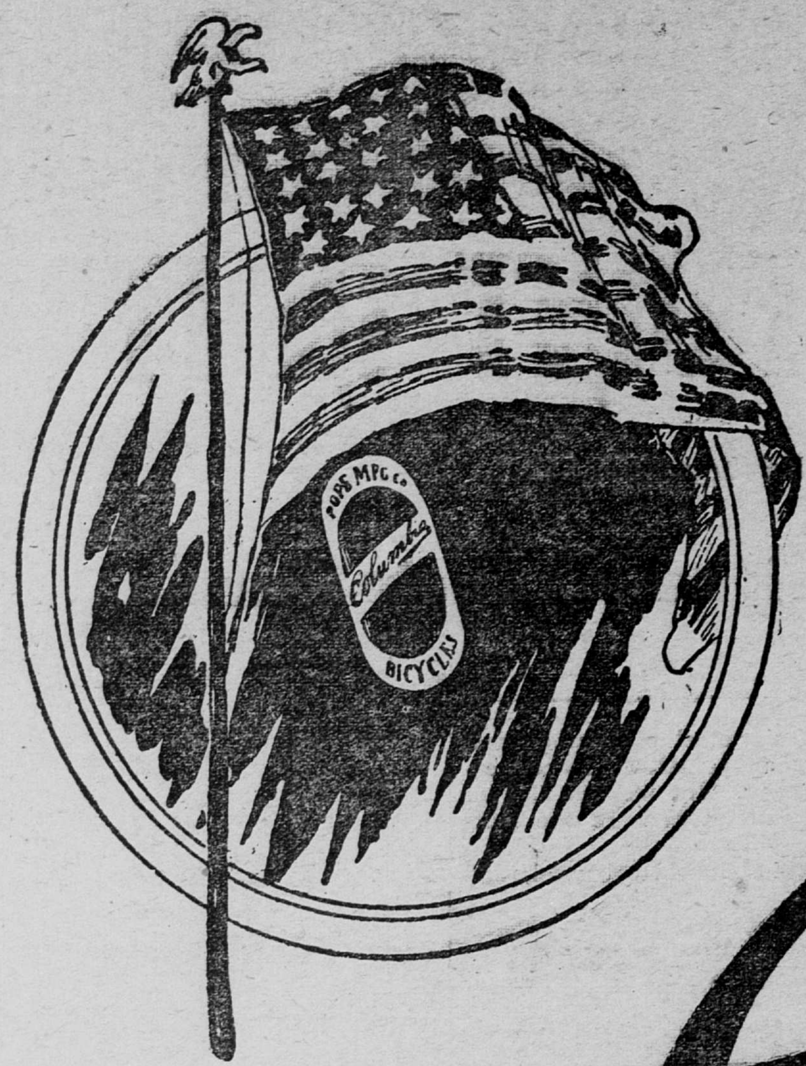
CHOSEN BY THE GOVERNMENT.



The War Department proposes to test the bicycle thoroughly for army use, and recently advertised for proposals for furnishing five bicycles for the purpose. Results: Bids from $50 to $85 each for other machines; our bid of $100 each for Columbias, their invariable price. And the Government selected

Columbia

BICYCLES.

Standard of the World.

The experts who made the choice decided that Columbias were worth every dollar of the $100 asked for them If YOU are willing to pay $100 for a bicy le, why be content with anything but a Colum bia?

The handsome Art Catalogue that tells of Columbia and Hartford Bicycles is free; by mail from us for two 2-cent stamps.

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GUNS, SPORTING GOODS, FISHING TACKLE, BASE BALL, TENNIS, ATHLETIC GOODS OF ALL KINDS, BOATS, TENTS, CAMP OUTFITS and KODAKS.

TOURS ON A WHEEL

A PLEASANT AND HEALTHFUL WAY OF SPENDING A VACATION.

THE QUESTION OF LUGGAGE.

WHAT TO CARRY AND HOW TO CARRY IT — PLANNING THE ROUTE.

TOURING GROWS IN POPULARITY.

The Experiences of a Veteran—The L. A. W. Roadbook a Good Thing.

About this time of year the cyclist gets the touring fever and begins to make plans for a long trip awheel. The symptoms are plainly evident. He carries his pockets full of maps and asks all sorts of questions about cities far removed from his habitat. He gets up early in the morning and takes long runs to get himself in condition, and loses interest in everything not connected with the wheel.

A little later he will be seen out on the highways that stretch to every corner of the country, dusty, sunburned and probably tired, but evidently happy and reveling in new sights as well as enjoying to the utmost the delights of a never-failing thirst and an omniverous appetite. As to just how many wheelmen and wheelwomen will take their summer outings in this way during the coming season it would be useless to speculate. We do not even know how many riders there are. Some day in the future we shall have a bicycle census, and then the statistician will give us some big, round figures to talk about.

There is no doubt, though, that the number of touring bicyclists this year will run up into the hundred thousands. They will penetrate to every out of the way corner of the land. Wherever there is anything of interest to be seen they will swarm. At the big seashore resorts on the Atlantic coast they will be largely in evidence. They will skirt the shores of the great lakes. They will pedal along the highways that parallel the big rivers. They will ride boldly up to the Rocky range, push their way into the very center of the Adirondacks and the White mountains, and make glad the heart of the isolated innkeeper from Skowhegan to San Jose.

This is going to be the greatest summer for wheel touring that the country has ever seen, for there are nearly 1,000,000 more wheelmen this year than there were last, and the bicyclist who took his first ride in 1895 will, ten chances to one, take his first tour in 1896. The increase has been wonderful. I remember, if you will allow me to quote from a somewhat limited experience, that on my first bicycle trip, which was taken ten years ago,

SOLDIERS' QUARTERS, FORT SNELLING.
Favorite Stopping Place for Cyclists.

I met not a single tourist with whom to exchange greetings or yarns in the course of two weeks' ride that took me through all the principal seashore resorts on the New England coast. That ride was taken on a high wheel, and all my luggage was strapped on the handle bars, a most uncomfortable way of carrying baggage, by the way.

Much I marveled at the difference last summer. My route took me somewhat away from the well-beaten and much-frequented paths of the touring wheelmen, yet they were met by twos and threes and dozens almost every day. Very often it happened that as I was eating dinner at some little village hotel, perhaps miles away from a railroad station, I would be joined at the table by another wheelman, fresh from the road and bound in a similar or opposite direction. Even in that wilderness that lies south of Montreal, between the St. Lawrence and the head of Lake Champlain, I met a tourist, and a jolly good fellow he was, too. In the Green mountains the tourist awheel was met less often, but at Saratoga he was present in droves.

Most of the hotel keepers in the cities have recognized that the touring cyclist needs attention, and they see that he receives it. A room on the first floor is generally reserved for a wheelman, and in it is often found an attendant who is ready to pump up tires, clean and oil wheels and make himself generally useful. This individual is gradually becoming an important adjunct to the wheelman's hotel. He is a sort of combined hostler and "boots" now, without any title to designate his office. But the name will come in time. Perhaps it may be "wheels."

People who do not ride, and even wheelmen who have never done any touring, are generally surprised at the length of a trip which a cyclist of ordinary ability can take in the course of a two weeks' outing. Of course every one is familiar with the records of the scorchers who ride 100 miles in a day, but the tourist belongs to a distinct class. He regards the scorcher with scorn. A good rider will easily cover 900 miles during a fortnight's trip, and have time enough to see the country as he goes along. Allowing two whole days for bad weather and other delays, he will have to ride only 75 miles a day to do this. As ten miles an hour is a comfortable pace that may be kept up for half a day without fatigue he need be in the saddle no longer than 7½ hours a day.

This is what a single rider may do, but as the tourist generally prefers company and rides in a party of from two to ten in number, some allowances must be made for unforeseen delays. A small party of cyclists, however, can readily make from 50 to 60 miles each day.

The novice at touring generally finds two difficult problems that have to be solved at the outset. The first one is how much and what baggage to carry, and the second one is how to find his way over roads that are entirely strange to him. The baggage question needs personal experience to be settled satisfactorily. The bicycle luggage carriers which are made to fit inside the diamond frame have done much to simplify the matter. It is amazing how much one of these triangular valises will hold. If the wheelman has wisely decided that he will wear his ordinary bicycle costume on all occasions, he will find that all the clothing necessary for an all-summer's trip can be put into the carrier.

He is sure to find that the one great necessity is a good supply of clean underwear. Four suits are none too many, and five are better, for a change will be required at the end of each day's ride. For outside wear, outing shirts are not so good as sweaters on a long trip, because they do not look presentable after a hard day's ride. A sweater, on the other hand, especially if it is a gray one, will still look neat at the end of a two weeks' trip.

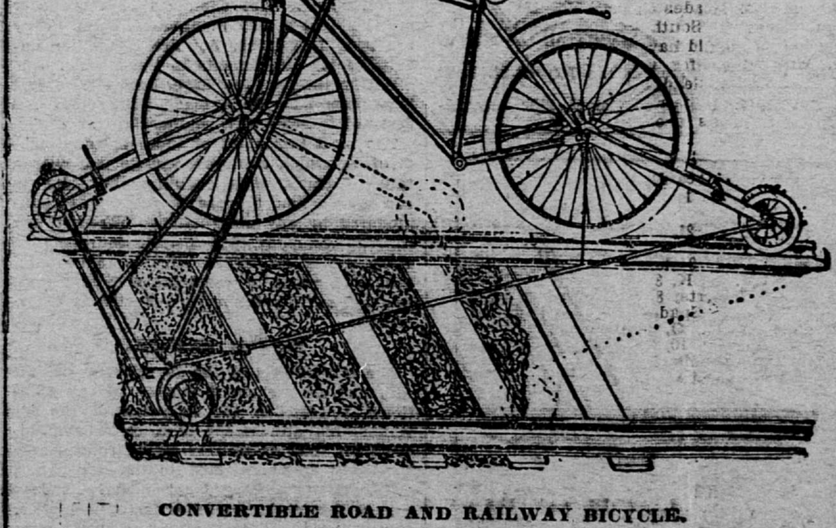
If the tourist insists on changing occasionally to ordinary street attire, there is no way for him to do but pack a valise and express it on to the point where he wants it and trust to luck that he gets it. If there is a lady or ladies in the party, this plan will have to be adopted anyway. It is not a good idea to load down the handle bars of your machine with bundles. One trial is always enough for the tourist. The front wheel was never meant to carry extra weight. It makes the wheel "steer hard" and is a nuisance in other ways. The luggage carrier is fastened to the frame in such a way that the weight is evenly distributed, and it is out of the way. It enables, too, the wheelman to carry such small articles as tooth brushes, handkerchiefs, etc., which might rattle out of a bundle, but which may be safely thrown into the carrier.

Then about finding the way. That is not so hard a matter as you might think. The L. A. W. road book should, of course, be a part of the equipment of every touring wheelman. But in many cases his way lies over roads that are not laid out in the regular tours. Where this occurs he has to rely on railroad maps and his own common sense. By inquiring his way from one city to the next he can follow the line of a railroad for hundreds of miles and be sure that he is going by the most direct route. Of course he will meet local wheelmen who will tell him that he should have gone some other way to have taken advantage of the best roads, but the tourist must remember that it is not fine riding that he is seeking always, but new scenes. A little hard riding he will not mind at all if he knows that he has to go over that road but once.

Every trip, by the way, should be laid out with this idea in view, and the return, if possible, should be by some other route. Local bicyclists can generally be depended upon to furnish the most accurate and reliable directions as to roads for half a day's ride at least from their homes. In spite of all the information that he can gather, though, the tourist will often find himself at a lonely crossroads corner, perhaps gazing at a signboard that is worse than useless to him because the unknown names it bears only confuse his dim idea as to the direction which he should take.

This is one of the disagreeable features of wheel touring, but the long coasts down strange hills, the well relished dinners at country hotels, the afternoon siestas by the roadside, the making of new and pleasant acquaintances, are some of the amenities that lend to the sport a charm that, once experienced, is never forgotten.

—Sewell Ford.



CONVERTIBLE ROAD AND RAILWAY BICYCLE.

WHEELING AT WHITE BEAR.

Streets Will Be Given a Covering of Cinders.

Considerable interest was manifested in the last meeting of our village council, says White Bear Life of last Friday, owing to the fact that it had been noised abroad that a petition would be presented asking for its repeal, and there was a good gathering at the hall in the engine house to witness the proceedings.

As soon as the council was called to order the president was informed that there was a delegation present with a petition and he waived all ceremony and allowed it to be read.

Mr. Drake introduced the subject by stating that Ordinance No. 44 was not acceptable either to the summer people who had property and enjoyed living at White Bear, or to the hundreds of bicycle riders who wanted to visit the lake. The streets were not adapted to wheeling and if the riders were prohibited from using the paths and sidewalks, hundreds of people who owned wheels would not come here, and thus the business of the lake people would suffer. He stated that there was a probability that the cycle path might be built to this point from St. Paul, if a sum of money was raised and the sidewalks and paths thrown open to the use of the riders.

Mr. Drake was earnestly seconded by Messrs. W. S. Morton, O. L. Taylor, A. M. Drake, Dr. Markoe, Wheeler and others, who all spoke respectfully and with a friendly spirit that showed their interest in White Bear as property owners and wheelmen, except Mr. Wheeler, who was pleased to remark that there would be no excuse for a village being here were it not for the summer people who came here to enjoy the lake.

The council, however, considered the matter in a commendable spirit, and informed the gentlemen that the streets would be given a covering of cinders which would provide a smooth and good riding surface. The council referred the matter to a committee, and after the routine of business was transacted the matter was reported on and the recommedation of the committee to amend the ordinance so as to give the wheelmen everything but the sidewalks was accepted, and the amendment will be passed at the meeting next Friday.

The council will be sustained in their action to keep the prohibition clause against riding on the sidewalks in force because of the accidents which have occurred here and elsewhere, showing that it is unsafe for pedestrians to allow it. With the cinder roadway and the free use of the paths, we believe White Bear will afford the best of wheeling, and our business men will probably contribute liberally for the cycle path from the city.

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BICYCLE SHOES, SWEATERS, AND A FULL LINE OF BICYCLE SUPPLIES.

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MARCH BICYCLES.

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The Gopher BICYCLES

Celebrated Gopher Bicycles.

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