N. E. F. & C. CO.

The Standish.

24-inch diamond frame, 1⅛-inch steel tubing, drop forged crank-hanger, cranks and fore-crown; Garford saddle, Morgan & Wright quick repair tires; Peoria single tube tires if desired. . . . . .

The STANDISH is what you have been waiting for; a strictly value received wheel with every known improvement. Price, $50.00 cash, or $12.00 down and $6.00 per month. Absolute guarantee. . . . . .

We also sell the Victor, $100.00, no less.
The Belvidere C, $85.00.
The Belvidere B, $75.00.
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New England Furniture & Carpet Co.
ONE-PRICE COMPLETE HOUSE-FURNISHERS,
434-436 Wabasha St., St. Paul.

Big Bargains in HIGH GRADE WHEELS.

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ADLAKE,
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BICYCLE REPAIRING. Best Work. Best Materials. Prompt Service. Lowest Prices. Satisfaction Guaranteed.

RIDING SCHOOL. Best and Largest in St. Paul; 5,000 feet floor space. Competent and courteous instructors in attendance.

OPEN ALL DAY AND EVENINGS.

E. M. HALLOWELL CO.
499-511 MINNESOTA STREET (OPPOSITE HIGH SCHOOL),
ST. PAUL, MINNESOTA.

Bellis CYCLES

STEARNS,
The Yellow Fellow,
BELLIS,
TRILBY and
SMALLEY.

SPECIAL TIME PRICES
on all wheels.

For Two Days Only,
Monday and Tuesday, May 25 & 26.

—PRICES—
$50 TO $100.

CALL AND GET PARTICULARS.

We carry a full line of Sundries and do all kinds of Repairing.

Cuddy Cycle Co.,
234 West 3rd St.
OPEN EVENINGS.

WHEN BIKING
Ride the "VIKING"
The Smoothest Wheel on the road.

The **WINDSOR CYCLE LIVERY** makes the following special offer for Monday and Tuesday:

$125 Racer for	$95.00	$85 Wheel for	$60.00
$100 Wheel for	$75.00	$75 Wheel for	$49.50
LAMPS!		LAMPS!	
$5.00 Lamp for	$4.00	$3.50 Lamp for	$2.00
$4.00 Lamp for	$3.50	$2.00 Lamp for	$1.50
$5.00 Wood Handle Bars	$3.50	25c Lubricant for	15c
10c Cement for	5c	50c Sprocket Locks for	15c
Whistles, Bells, Etc., in proportion.		Etc. Etc.	Etc.

The Huseby Wooden Wheel is the talk of the town. Come and see it.

We handle the World, Standard, Rialto, Bostedo, Ryan, Commander and Many Other Wheels, fully covered by our guarantee, and sold at prices and on terms that we are ABLE to make by reason of being JOBBERS and EXCLUSIVE AGENTS for this State.

Bicycle Livery—Wheels rented by the hour, day, week or month.
Repairing—The most difficult. **Sundries**—The completest line.
Storing—Wheels checked Free of Charge, and room for 500 per day.

WINDSOR CYCLE LIVERY,
Wholesalers and Retailers, 409 and 411 Robert Street.

Did You See Mertens Win On a Syracuse Crimson Rim?

He did it in the Minneapolis Road Race Yesterday. Forty Minutes was the time.

WE SELL THE CRIMSON RIM.

We are headquarters for Bicycle Supplies. We Rent Wheels. We do Expert Repairing.

TWIN CITY CYCLE COMPANY,
138 E. Seventh St., Ryan Block.
OPEN EVENINGS.

AMONG THE CYCLERS

LAW OF THE ROAD.

Rights of Bicyclists in America and France.

In an article in the Detroit Free Press Lindsay Russell treats studiously the "law of the road" as it affects cyclists. He says:

The term "law of the road" relates chiefly to the passage of travelers on the public roads, and the object of its rules is to prevent collisions and to facilitate travel on the highways. In England this branch of the law had its origin in custom, which has been incorporated into judicial decision, while in the United States it is largely the result of legislation. In the former country the rules of the road are just the reverse of the American law. For instance, in meeting in the old country each party shall bear to the left, in passing the passer shall do so on the right, in crossing from a side street the driver shall bear to the left and pass behind the other vehicle.

The English rules apply to horses as well as to carriages, while in the United States a horseback rider may exercise his own notion of prudence, and turn to the right or the left. In the absence of statute, it seems that the last would be a reasonable rule to apply to bicyclists when meeting other and heavier laden vehicles on a country road—the wheelman yielding the traveled track when safety permits.

It is the law in most states that when one is ahead he need not, unless he chooses, turn out at all to let a man pass, if there is room enough on either side. If, however, there is not sufficient room, he must turn out.

The road law of France is very interesting, particularly that part of it applying to the bicycle. In France the minister of public works issued a decree, which is enforced, and not only recognizes the rights of non-riders, but also recognizes the rights of cyclers.

The decree is as follows:

Article 1. The use of bicycles upon the public roads of France, national, departmental and communal, must conform to the regulations hereafter enumerated.

Article 2. Every bicycle must be furnished with a signaling apparatus, the sound of which can be heard fifty-five yards. At sunset the front of the machine must be provided with a lighted lantern.

Article 3. Every bicycle must carry a plate giving the name and residence of the owner, and, if the owner is a renter of bicycles, a number as well.

Article 4. Bicycles must be ridden at a moderate gait in crowded places and at the crossings and turns in the public roads. Riders must not form groups in the streets. They are forbidden to go through processions and marching troops. In case of a blockade, wheelmen must get off their machines and push them by hand.

Article 5. Wheelmen must take the right when they meet vehicles or bicycles, and take the left when they wish to go ahead of them. In the latter case they must notify the drivers or horsemen by means of their signaling apparatus, and moderate their gait. The drivers of vehicles and horsemen must take the right at the approach of the bicycle, and leave a free space at least five feet in width. Wheelmen must stop when a horse shows signs of fright.

Article 6. Riding of bicycles on the sidewalks and paths used by pedestrians is forbidden. This prohibition does not extend to machines pushed by hand. However, outside of cities and towns, where the houses are isolated, bicycles may be ridden on the sidewalks and paths used by pedestrians, and along roads being repaired. When such riding is authorized, the cyclist must proceed at a moderate gait, and when the pedestrians are met the speed must be reduced to that of a man walking.

Article 7. The riding of bicycles may be temporarily or permanently prohibited by municipal authorities, on all or part of the public highway. A notice to this effect must be posted at the ends of the prohibited space and cared for by the community.

Article 8. All municipal decrees heretofore issued by the authorities of the different communes and departments are hereby repealed.

Article 9. The sub-prefects, mayors, engineers and agents of bridges and highways, police officers and field guards are charged with the execution of the present decree, which will be inscribed in the records of the administrative acts and posted and published in all of the communes of the departments.

Its Geography Mixed.

The Detroit Free Press was a little mixed on Minnesota geography when it said:

The newest scheme at St. Paul is one for the construction of a pentoon race track for bicycles at Lake Harriet, four laps to the mile. Estimates of the cost have already been made, and it is found that it would amount to a little more than the building of a similar track would cost on dry ground. The feature of the plan is that on a four-lap track, such as it is proposed to construct, races could be held in front of the pavilion, the entire track being lighted by electricity and the contestants visible to the audience at all points in the race. It is understood a trio of capitalists will offer the street railway company a handsome figure for permission to construct and operate such a track within view of the pavilion.

WITH THE RACING MEN.

Stars Who Will Shine on the National Circuit.

There ought to be some lively racing on the national circuit this year. The prizes are to be larger, the races more numerous and the honors greater than in any other series, and the competition ought to be lively.

Bald, Cooper, Murphy, Kiser, Gardiner, Ziegler, Coulter, Jenny, all among the leaders of Class B last season, must meet Sanger, John S. Johnson, Harry Wheeler, Con Baker and many more, former leaders in the fight for honest dollars. These will be the battle royal events when all the good men may be brought together in one contest and this will only be made possible by an invitation race for a good large stake.

It is hard to pick the man who will prove the competitive champion of the season, says F. Ed Spooner. It may be any one of a dozen men, it may be some man that will come up from among the great army of unknowns, it may be one of the old-time pros, but the man on whom the honor rests at the end of the year of '96 will have won the laurels by good, hard riding and not by a cinch.

E. C. (Cannon) Bald, of Buffalo, was the man of '95 in the Class B racing field. Bald's winnings of the year numbered over threescore, and sixty winnings in the company of last season was equivalent to twice that number and more than in '93. Should the man maintain his form of '95, and follow in the same footsteps in '96, free from serious falls, and free from sore limbs that naturally follow, his career will be one worth watching the coming year, and his record one to be proud of, although it might not be the best of the season.

John S. Johnson grows a greater competitor each season. His record of last year in the professional ranks was one of the very best, and he will return to America in August prepared to give the rest a merry race. Johnson is large, strong and speedy. He has the head on his shoulders for the close and foxy race that he did not possess in '93 and '94.

Another from the professional ranks that will prove a leader is Walter C. Sanger, the Milwaukee giant. Sanger starts the present season with the best chances of his life. With an average run of luck he will be one of the most prominent of the many figures in the racing field the coming year.

Tom Cooper has had one season of success on the track, and with the encouragement which that has given the lad, he will come to the front ranks from the outset and will stay there. Cooper is speedy, he is a good fighter, and the results of the season to come will also show him in the front ranks.

Charlie Murphy is always one of the surprises of the racing season. His age on the path is greater than that of any other of the circuit chasers, yet he bobs up every season, and at the end of the year has placed an excellent record to his credit.

Earl Kiser, the Dayton flyer, is a lad of whose future many bright things are predicted by cycle writers and riders all over the country. A hard competitor for any man last year, he has had the benefit of an all winter's residence in the delightful climate of California.

Otto Ziegler, of San Jose, should prove the man to be pitted against the very best of the racing talent. Ziegler is a wonderful little rider.

Arthur Gardiner is an easy and graceful rider. He is speedy, and does not possess a particle of yellow in his make-up. When in form he gave indication last season of the coming champion by the clever winning of races in Ohio.

Julian P. Bliss, "the Chicago midget," is to be seen once more on the circuit, this being his fifth or sixth consecutive season in following the racing game throughout the length and breadth of the land. Bliss is always to be found in the hardest part of the contest, in the very thickest of all the hard fighting. In his races of last year he won a position in the prize table very far to the front, although he entered late. He will this year be seen earlier in the season, and before entering the circuit will have had the benefit of far more training than last season.

Fred Allen did pretty well last season, and with his experience of the two past years is expected to pull up well to the top. He is having the opportunity of his life given him, and with a good trainer has been at Louisville for some time.

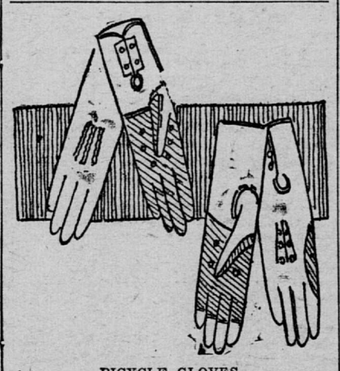
William M. Randall did not appear in the circuit contests until late last season. Owing to his size he attracted attention, and his work gave indication of a coming man. He has been in training for the past winter, and has developed that which he lacked at the close of the past season, the ability to follow pace. With his speed and his strength he should prove a member of the leading party in the coming campaign.

W. W. Hamilton, the great record breaker, is to be one of the circuit chasing party. Heretofore he has not been a competitor, but owing to no fault of his. His manager says there is a bright future in the competitive field for Hamilton and will try to bring this out of him.

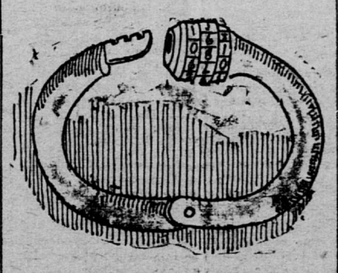
Harry Wheeler, once cash prize king, is a member of a prominent team and started his training early. Wheeler has the speed qualifications, and with good care will come up in the ranks this season. Sickness affected his work in former years.

Pat O'Connor, the Irishman, will cut a prominent figure. H. R. Steenson will be another good one in the field. L. C. E. C. Johnson, W. A. Terrill, Black, Peltier, Kennedy, Rigby, Dr. Brown, L. A. and C. H. Callahan, Helfert, Berle, Eaton, Starbuck and a host of others will be seen, and these with two-score men known to fame in the racing field, will swell the number of circuit followers to the even hundred, and more.

THE FAMILY BICYCLE.



BICYCLE GLOVES.



THE L. A. W. COMBINATION BICYCLE LOCK (OPEN).

Northern Pacific Purchased.

A number of mechanical experts employed by the Northern Pacific Railroad Co., at their Como shops, recently formed a bicycle club and appointed from among their number a committee to ascertain the most desirable wheel in appearance, in durability, in strength and easy running qualities. After repeated examinations and tests, the contract was awarded to the Roberts A. & O. Iron Co., of this city, for their Minnesota Bicycles.

TUBING SUPPLY SHORT.

Bicycle Manufacturers Are Seriously Handicapped.

David Mansmann, a German iron manufacturer, says that the trade is unable to supply the demand for tubing. "Both," he says, "the American and European concerns are having the same difficulty. There is a greater increase in the demand for tubing in Europe than in America. The bicycle craze has just taken possession of Germany and France, and we expect to be in difficulties for the next two years, so far as supplying our customers is concerned. The American consumers will be forced to use more of their own product from now on, and after next year there will probably be little foreign tubing used in the manufacture of American bicycles.

"There is going to be another difficulty in supplying the trade, which will not be the fault of the tubing mills. I look for a shortage in the amount of raw material. I am not familiar with the condition of the steel industry in this country, but I doubt if the American mills can obtain the ingots that they will require in America. The supply of the best steel ingots, and only the best are used, now falls short of the demand, and when the new American mills open it looks as if there will be greater trouble than ever.

"The advent of the horseless carriage is going to be a large factor in the tubing trade of the future. They are being manufactured extensively now in several European countries, and promise to be the means of locomotion of the future. The horseless carriage has not invaded England. There are legal obstructions in that country which prevent its introduction, but as soon as these are done away with, and it will not be long, the horseless carriage should prove popular in that country on account of the good roads.

"The bicycle manufacturers in this country have, as yet, fought a little shy of the horseless carriage, but only a few days ago one of the largest manufacturers of them told me that in a year or two at most he expected to be making as many horseless carriages as bicycles. All this means an increased demand for tubing. We are booking a number of heavy orders for next season, and yet I find a great many people who believe that the prices on tubing will be lower later in the season, and are holding off. This same thing happened a year ago, and some of the makers who waited are still waiting. Some factories which had a good trade established were forced to close down this year, simply because they could not get tubing."

Stolen.

Syracuse Pacers Numbers 0135 and 02474. Are Crimson Frames, and have direct Seat Posts with Sager Saddles.
—Twin City Cycle Co.

GOSSIP OF THE WHEEL.

In the city of New York alone there are neary 200,000 bicycle riders, of whom 80,000 are members of various clubs.

• • •

Reporters for the New York Herald counted 14,052 wheelmen and wheelwomen pass at Seventy-second street and Boulevard between the hours of 7 o'clock in the morning and 11 o'clock at night one day last week.

• • •

When a bicycle carries a man weighing at least 185 pounds, a large bundle of wall paper, a collapsable table, such as is used by paperhangers, a filled dinner pail and a kit of tools it might properly be called a "beast of burden," says a Chicago paper. This is what a twenty-two pound bicycle transported over the granite blocks of the streets of the business center a few days ago. Those who saw the load did not know whether to admire most the staunch little wheel or the ingenuity displayed by the wheelman in arranging and balancing his mixed burden.

• • •

The latest whim of lady cyclists is to have their wheels painted to match their dress. In the London streets are seen cycles in various shades of green, brown, blue, and even white.

• • •

The postal department has a plan on foot which, if it is carried out, will greatly simplify the collection of mail. It is the intention to have a motocycle car. Inside sits a man who distributes the mail as fast as the operator can send the machine around to the mail boxes and collect the mail. When the wagon gets back to the office the mail will have been distributed, saving a great deal of time, trouble and expense.

• • •

A New York editor takes seriously a correspondent's question as to which is best to ride when you propose to a girl, a tandem, sociable or single wheel, and the learned man favors the single wheel by all means. Then he proceeds to prove that the old style of dropping on the knees came from weakness of the joints, due to the intense interest, and if it should happen on a tandem it would be fatal. He says the tandem has some good points because if the girl said, "no," the young fellow could then run away with her, easy enough, but might be arrested for scorching. He thinks the single wheel preferable, however, as in case of refusal the rejected party do drop back a few paces and hide his manly grief, or he might sprint ahead and get away from the dangerous object of attractiveness.

• • •

Bloomers appear here and there in the New York panorama of bicycle dress, but they are the ugly exception, and the most becomingly dressed women wear skirts which reach a little above the ankle. One of the prettiest, most graceful hanging skirts is the circular shape, made of double-faced cloth, checked on one side and twilled on the other. The cloth is so heavy that no lining is necessary, and it is simply made with a five-inch hem or facing of the same, stitched in rows the width of a seam apart. The fullness at the waist is in two side plaits, which meet in the middle of the back, the sides and front being quite plain. The opening is at the side of the front and is finished with a fly and fastened with small horn buttons. Silk knickerbockers are worn with this. Knickerbockers of some sort, either silk, satin or of some lightweight wool material, are the only correct substitute for the under petticoat. Other skirts are gored and plaited in various ways to give room for the knee action, but this circular cut seems to have nearly all the necessary virtues without any of the faults of the others.

New inventions of the bifurcated style of skirt are constantly cropping up, and they improve enough to justify the time and thought expended on them, but the perfect design is yet to come. One style is cut so artfully that the division is never suspected. It buttons down each side when walking, and around the leg when on the wheel. Of course, the division must be ingeniously concealed, or these skirts are not a success, and there seems to be many different ways of bringing about this result. Some are made with loops and tapes underneath to draw them up into something which resembles Turkish trousers, but the most graceful skirt of this kind is divided only in the back, and does not reveal any division at all.

Tight-fitting knickerbockers are the most desirable to wear with the divided skirt.—New York Sun.

• • •

Silk for tires has been produced by a French tiremaker. The silk is used instead of cotton fabric in the special racing tire.

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It is said that all machines used in the French army are to be equipped with electric lights capable of being turned on or off at will.

• • •

A company producing only one form of one part of a bicycle (the pointless rim) covers two acres of ground with its work at Birmingham, England.

• • •

For summer fashion permits the wearing of low shoes or russet leather or kid. They may be worn with golf hose in a color harmonizing with the suit.

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The patent office statistics show, says the American Wheelman, that 2,388 styles of velocipedes have been patented in the last twenty-five years.

• • •

A curiously mixed handicap race was run recently in Paris. The machines used included ordinaries, safeties, monocycles, tandems, triplets and quads. No mention is made of perambulators and donkey carts.

• • •

The cyclists' Utopia is evidently found in Belgium. The government is so anxious to encourage wheeling throughout the country that it will construct special cycling tracks along the chief highways. The first track is to be laid on the road from Brussels to Ostend.

• • •

A form of entertainment that promises to become popular is a "paper chase," followed by a bicycle tea. A wheelman or woman starts in advance of the other riders and scatters the trail of many fine scraps of paper, as she rides. All riders start at the same place, and at the finish there is a "high tea," held at the house of the person who sends out the invitation to the chase.

• • •

A new occupation is looming up on the impecunious woman's horizon, says the Pall Mall Gazette. It is a significant fact that mothers who advertise for governesses require a knowledge upon the instructress' part of cycling in order that she may accompany her young charges when they go a-wheeling. It seems likely that a new, remunerative employment may open up for women in the form of cycling chaperonage.

• • •

One of the best new bicycle boots for women is fashioned like a man's dress boot. The sole is made of rubber, with a roll in the rear of the ball to keep the boot from slipping on the pedal. The vamp is of glove kid or soft leather, with the portion inclosing the leg of morocco or patent leather. There is an opening in the side to facilitate putting it on, and the boot is fastened on with a strap or buckle. Highlaced boots are excellent for women riders, as in case of swelling of the feet the strings may be loosened.

• • •

If what is claimed for a certain preparation for the prevention of punctures, which are the most serious drawbacks to cycling, is well founded, the most important bicycle improvement in recent years has been made.

The past year has brought a great improvement in the form of the "quick repair tire," which has really lessened the deficiencies in the bicycle and saved a great deal of time. In this, however, a quick-repair outfit is necessary, and the rider is compelled to dismount, find the puncture, which is often no easy task, and then apply the cement.

By the use of the new compound, all this is obviated. The liquid preparation is poured into any pair of tires, making a thin coating on the inside. That is all that is necessary, for the coating will close up as soon as a puncture is made. Tests of this material have already been made in Milwaukee, and have induced the experimenters to abandon all the "puncture-proof" tires on hand and adopt this material. Tacks, nails, knives and other sharp instruments were thrust into the tires and then withdrawn without the air's escaping in the least, and the tires presented the same appearance as before the punctures were made. An old pair of tires, which are composed largely of canvas, and which had been considered worn out, were treated with this preparation and placed in excellent condition.

• • •

Many people, especially women, do not understand the proper way to bathe after taking a bicycle ride in warm weather. A Milwaukee physician, who is also a wheelman, says that the proper way is this: After a long spin on the bicycle, where the rider perspires and is covered with dust, it is necessary not only to wash, but to refresh the skin. Many cyclists bathe in the ordinary manner, with hot or warm water and soap. Plunging into hot water and conscientiously rubbing themselves, they afterwards feel enervated, weakened and incapable of doing anything but sleep. What a wheelman needs after a race is a very quick bath, or a shower with the water as cold as he can bear it, and then a long and vigorous rubbing with rough towels. If water with a little salt or alcohol in it is used, the advantageous results are increased. It is not necessary to plunge entirely into the water. A large sponge soaked in water rubbed over the body, followed by a vigorous rubbing with a rough towel is sufficient. The feeling is one of exhilaration, and lessens, if it does not entirely remove, the sense of fatigue.

EVENTS IN THE RING.

The new Manhattan club of New York has decided not to hold any more boxing contests.

Jack Downey and Frank Erne, the Buffalo featherweight, who fought a draw at the Empire club a couple of months ago, have been matched again.

After considerable bantering Bantams Murphy and Palmer have compacted to box "the best of twenty rounds" before the National Sporting club, of London, Eng., both to scale 115 pounds at 2 o'clock on the day of meeting, the date to be the first Monday in October.

Frank P. Slavin and Peter Maher will probably not be allowed to meet at the Eureka Athletic club in Long Island City, as the fight will be interfered with by the authorities. District Attorney Daniel Noble says that under no circumstances will he permit the fight.

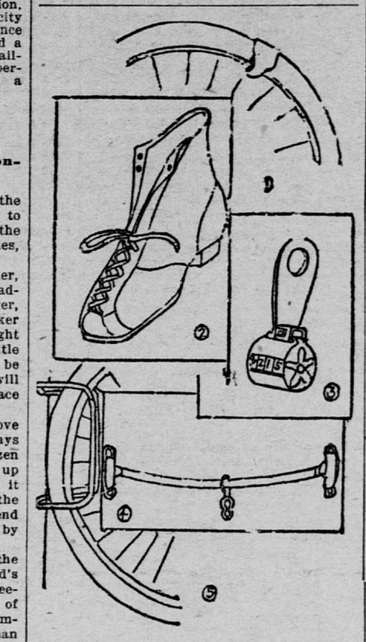
Articles have been signed between Johnny Connors, of Springfield, Ill., and Casper Leon of New York, for a twenty-five-round glove contest at $1,000 a side. The fight will probably occur before the Eureka Athletic club immediately after the Slavin-Maher contest on the night of May 29. Both men have posted $250 for forfeit money.

Kid McCoy was the admired of all admirers at the track the other day, says a New York paper. He was attired in an olive-colored paddock coat, a silk hat, of the grandfather style, spats and all the fittings that might be found on the person of a dude. When he moved about a train of hero worshippers was in his wake. If he stood a moment he was surrounded by them. Mr. McCoy was the biggest man at the track.

Joe Walcott and Charley Johnson, of Minneapolis, have signed articles to box twenty rounds at the Woburn Athletic club on May 29. The men are to weigh in at 143 pounds. Billy Ernst and Paddy Fenton are to meet the same night in a one-round contest, preliminary to the main event. Johnson has an international reputation as a boxer, having defeated Cock Robin, the 143-pound champion of England, in seven rounds, as well as other English cracks, but was unfairly used when he fought Arthur Valentine for the lightweight championship.

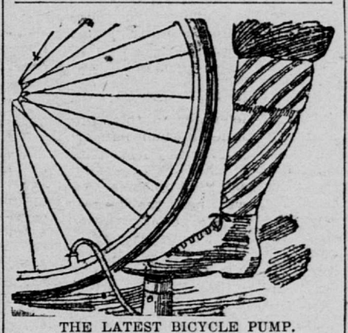
It is a coincidence that Peter Maher and Frank Slavin put the "Coffee Cooler" to sleep in two rounds. Maher did the trick in 1894 in Boston, and Slavin followed suit one year later in London. It does not follow that this is a basis for comparison. Providing that Slavin is in anywhere near the form he showed in his memorable battle with Jackson in 1892, the Australian should go into the ring on May 29 a slight favorite over Maher. The latter is unquestionably in good condition, and his eyes do not bother him, but he has not yet shown the form Slavin displayed when he fell under Jackson's blows in that terrific battle of ten rounds that the black fellow finally won.—New York World.

There is a prevailing opinion among the followers of the ring in this country that Kid Lavigne is going to be defeated when he faces Dick Burge at the National Sporting club in London on June 3. Many of these people forget that Lavigne is the sturdiest lad of his weight and inches that this country has produced in many years, with an ability to hit that would not be despised by many of the claimants for the middle and heavyweight championships. He is younger than Burge and stronger, and Americans know he is game. Burge is a clever fighter, and has defeated men heavier than himself, but it is quite probable that Lavigne could repeat all of Burge's performances, if not excell them.—New York Journal.



A BATCH OF BICYCLE NOVELTIES.

1. Band for a torn tire. 2. The latest bicycle shoe. 3. A new cyclometer. 4. A skirt fastener. 5. A cheap and serviceable rack.



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SHADOW FALLS,

Where Cyclists Stop to Drink.

A Year Hence

What will be the value, a year from now, of the bicycle you propose to buy? No question about

Columbia Bicycles
Standard of the World

You can always sell a Columbia for a good price. Not so with other makes. Economy and pleasure go hand in hand in Columbias.

Art Catalogue free if you call. By mail for two 2-cent stamps. $100 to all alike.

We can deliver any model of Columbias or Hartfords at once.

HARTFORDS ARE NEXT $80, $60, $50.
Bicycle Sundries, Riding School, Repairing.
M. F. KENNEDY & BROS.,
Cor Robert and 3rd Sts., St. Paul.

Another Consignment of 1895 Model March Wheels. The price,

$60!

F. M. SMITH & BRO.,
325 Wabasha Street.

OUR LINE

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EAGLE, RELAY,
MONARCH, DEFIANCE,
ABBOTT, ROADSTER.

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324 WABASHA STREET.