The Prevailing Passion.

WHEELING—Our Bicycle Department has been the scene of unusual activity the past week. We sell—

The Victor for.....$100.00
The Belvidere C for.. $85.00
The Belvidere B for.. $75.00
The Belvidere A for.. $65.00

And last but by no means least, our incomparable

STANDISH BICYCLE For $45.00.

Terms cash, or one-fourth down and balance in six monthly payments.

We guarantee every wheel we sell for one year, and will be here when next season comes.

NEW ENGLAND FURNITURE & CARPET CO.
One-Price Complete House-Furnishers,
Nos. 434-436 Wabasha St., St. Paul.

"Only one wheel in the world to win;
Only one wheel—it's THE CRIMSON RIM!"

This Year's Winners Are Crimson Rimmers!

A. C. MERTENS, W. A. BECKER, A. A. HANSEN, DOTTIE FARNSWORTH, well known locally, besides a host of riders the country over. Nearly two hundred prizes won already on SYRACUSE BICYCLES.

Orient, Ardlake, Remington, Maple Leaf, Pattee and Others.

All Kinds of Prices and the Very Best Terms.

REPAIRING, SUNDRIES, BICYCLE CLOTHING.

Twin City Cycle Co.,
138 East Seventh St., St. Paul. 724 Nicollet Ave., Minneapolis.

WE ARE NOT GIVING LAMPS AWAY
Nor Selling Them Below or at Cost, but at a Reasonable Margin.

THE GERMANIA LAMP, $1.75,
FULL NICKELED,

Won't jar or blow out; LOOKS and LIGHTS as well as a $5 Lamp; not a tin toy, though it sells at the same figure. Comply with the ordinance. They go at $1.75 till stock is gone, and that won't be long.

We also carry the SUNLIGHT VAPOR and the FRONT LIGHT Kerosene Lamps.

THISTLE CYCLE CO.
23-25 W. FOURTH STREET.

AMONG THE CYCLERS

What a $100 wheel actually costs:

Handlebar T	$0 05
Two head clips	10
Two bolts and nuts	12
Crown (receiving fork sides)	12
Seat post bracket	12
Crank hanger	50
Brace lip	06
Rear fork ends	12
Adjustments	08
Frame braces	05
Reinforcements	14
Handlebar clamp	07
Seat post T	28
Two head cups	12
Crown cone	03
Head adjusting cone	08
Lock nut	03
Lamp bracket	03
One hundred balls	40
Rims	60
Tires	6 50
Saddle	2 50
Pedals	1 20
Grips	26
Nipples on spokes	18
Washers	03
Spokes	70
Hubs	2 50
Tubing	3 00
Fork sides	26
Crank parts	80
Large sprocket	40
Chain	88
Nickeling	2 00
Enameling	1 00
Labor in assembling parts	5 00
Total	$30 31

If you buy a wheel for $100 you pay $70 profit. You may purchase a costly wheel, and pay more profit, in fact, and in proportion, or you may get a much cheaper wheel, and pay relatively the same profit, which will be about 250 per cent, says the New York Herald.

Then don't wonder when you see new cycle signs on our streets every day, find bicycle shops at every available site, and all sorts of shops going into the business by mixing wheels with other merchandise.

Here is a new foundation on which to erect a fortune of mushroom growth. Family wealth has often been founded on war contracts, patrimony has been worked out of and piled upon "rich strikes" in the "diggin's," millions have been multiplied from spouting wells, and Dame Fortune's smile has been suddenly called forth by other means that have brought the comfortable assurance of millions to the third and fourth generation.

Now there appears a new "open sesame" to the cave of wealth. The bicycle has become a wheel of fortune to turn out riches. We have men of wealth who bear such names as "magnate," "king" and "emperor," and other titles that imply the power that money gives. Now we are to have the "bike baron."

WHAT BICYCLES COST.

Every purchaser of a wheel knows what it cost him, but very few know what it costs to produce a wheel before the profits are attached. The amount of profit derived from the sale of merchandise is usually a jealously guarded secret, and the larger the profit the more difficult it is for the purchaser to learn the actual cost of production, and how much of what he pays goes into profits.

This is particularly true of bicycles. Try it and see.

If retailers attempt to give the information they will multiply the correct figures by two or three. If the manufacturer is asked, he will evade the question, or perhaps quite properly say:

"It's none of your business."

But there are tens of thousands of wheelmen who individually know that the particular wheel he himself is riding cost him a hundred dollars or thereabout, and would like to know what it cost the man who constructed it, at the moment it stood in its glittering beauty, a completed bicycle.

Well, after a search for a competent authority, and after work to induce him to give the figures, the Herald is able to impart the desired information. If you have an ordinary high-grade wheel that you were asked $100 for you are here informed that it cost its manufacturer $30.31.

The information is reliable, for it comes from an unquestionable source. The gentleman who gives the figures knows exactly what he is talking about. He is an inventor of improvements in bicycles, has invented and patented bicycle machinery, is a manufacturer of and a dealer in all sorts of wheels. He knows the business from A to Z, both inclusive.

Elsewhere on the page you will see a table which shows exactly what every part of a bicycle costs, and the whole, it will be seen, costs $30.31, and no more.

HIGHER AND LOWER.

Now, if you wish a wheel particularly fine, with the best of finish, full of artistic lines and suited to the most cultivated taste, you are the man the dealer is looking after. You will pay more money and much more profit for such a wheel. You may pay $125 or $150, and such wheels cost more to produce than the foregoing figures show.

The rims may cost $1.25, the tires $12, the saddle $4, and the pedals $1.60. Then the finish will be better than the standard wheel, and there will be more nickel plating on it.

Of course, you may go into silver or gold plating, or into solid silver or gold, and extend the cost to any figure you wish; but the further you go the greater proportionate profit you pay.

On the other hand, you may indulge in the false economy of going to the other extreme and buying the cheapest wheel to be found, but even then you are paying about the same percentage of profit. You may go below the standard mark of $100, a dollar at a time through the scale of prices, until you reach the lowest figures. At the upper end of the scale there is not much difference in quality, and often it is simply in the amount of profit the seller is willing to accept; but the price of much cheaper wheels is made possible by the grade of material used and the class of workmanship.

There are tires that cost $2.50, saddles that cost eight cents, and pedals that cost forty cents. Then second hand, and second, and even third and fourth rate material is sometimes used.

The work of assembling the parts is another factor. It may be done with skilled labor that costs $5 for each wheel, or by boys who simply "throw" the wheels together.

COST OF SINGLE PIECES.

Inquiries among the dealers for single parts of the bicycle developed the fact that there was quite a variation in the prices put on the articles, but an average shows that the original cost price is multiplied by five.

A saddle, for instance, which cost at the factory eight cents, is sold for $4, and one which cost $2.50 for $7. Handle bars that cost from $1 to $1.50 are sold for $5 and $7. Smaller articles listed in the factory cost at three, five, seven, eight, ten and twelve cents, cost from twenty-five cents to $1. The twenty-eight, thirty, forty and eight-eight cent articles are sold at from $1.25 to $3.50.

So it goes through the list. If a man anxious to experiment should purchase all the various parts of an ordinary $100 wheel, one at a time, and pay an expert for putting them together, his wheel would cost about $178.

THE SMASH WILL COME.

The manufacturers and dealers in bicycles are making hay while the sun shines, or, rather, coining money while the craze lasts. The shrewdest appear to think that there is a craze, and that the trade will settle down to an even volume, which will vary at times, but not go at the speed which now carries it, and which has induced an immense expansion of the business.

That the wheel has come to stay is the general opinion, but those who have planned to have the present impetus continue will find themselves mistaken. It is felt that there has been an overproduction, and that a crash in prices will come. Then wheels will be sold at the ruling rate of profit in similar lines, and the business will continue the same as that in baby carriages, sewing machines and lawn mowers.

There are already indications of the approach of this condition in the business, and it is being brought about by the sharp competition, which no agreement will be able to hold within the lines of present high profits. Factories overstocked want to unload, and their agents understand it. Sellers of the high-price wheels talk of inducements for "spot cash."

They are giving purchasers first-class lamps and other accoutrements without extra charge, and agreeing to keep wheels in repair.

Then others say they don't do business that way, but take ten or fifteen dollars off the original price of the wheel and sell it without giving anything. Then there are little back doors, favored friends, special reasons and sub rosa contracts that enable the knowing buyer to get the advantage of concessions.

So the end of the extremely high profits in the sale of wheels is approaching, and before many seasons we may expect to see another impetus given to the business by a reduction in price. Thus it will go until they settle within normal bounds, and until the demand rests on the same basis.

• • •

President Elliott, of the L. A. W., has sent the following letter to each delegate to the national conventions of the old parties:

Dear Sir: Your position as a delegate to the national Republican or Democratic convention prompts us to call your attention to the importance of a plank which will be offered for insertion in the national platform and having for its object a general indorsement of the good roads movement by your party. Although this is suggested by our wheelmen's organization now having about 40,000 active members, and nearly 40,000,000 associates, it is of really much wider importance. Your familiarity with the subject no doubt shows you that road improvement benefits the wheelmen, as such, least of all, while the general prosperity of our country is incalculably fostered and promoted. This is especially obvious in those states which already have a systematic plan of road building. We trust that you will give this matter your attention, and that you may agree with us that it is one of the most important subjects now before the American people. Your support of the proposed resolution is earnestly asked.

The letter will be signed by every chief consul in the United States, representing the active wheelmen of the several states, so that the movement cannot logically be termed a local one, as it will extend from East to West, from North to South. Two prominent politicians have already agreed to present a resolution requesting that such a plank be inserted in the platform of their respective parties. There was recently introduced into congress a bill providing for the establishment of a national highway commission, which has received the support of many leading members of both political parties, and the only reason that will cause its downfall is said to be that of economy.

• • •

Ball bearings are sometimes so constructed that the balls cannot be depended on to find their right place of their own accord, when they are simply dropped into the cup, and the cone screwed after them on the axle. If a rider finds that he cannot adjust a pedal or other bearing accurately, that it has a jerky, uncertain movement, does not run smoothly and noiselessly, is sometimes too tight and sometimes too loose, and especially, if the cone cannot be screwed home as far as it ought to be, he may reasonably suspect that the balls are riding on the edges of the cone, instead of on the curved portions of the cone. He should examine the bearings carefully, and if he cannot see into it sufficiently to determine whether this is the case, he may take off the cone and ascertain by measurement whether it goes home as far as it should. If he is convinced that the balls do not naturally find their right place he should put the bearing together, but before screwing up the cone more than is necessary to prevent the balls from dropping out, should hold the bearing with the cone downward, and endeavor to shake the balls into place, the bearing being kept in the same position while the cone is being tightened up. Should this fail, the balls may be arranged in their right position around the cone and held there by vasaline, instead of being dropped into the cup, and the cone must then be carefully screwed up, so as not to disarrange the balls.

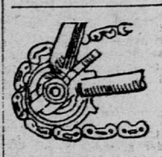
• • •

The Barnes team this year will consist of Bald, the Buffalo flyer, and Otto Maya, a young Pennsylvanian, who made a name for himself in class A in and about Erie; the Syracuse team will consist of Will and Jack Coburn, of St. Louis, both of whom have already made substantial winnings in the professional class this season; in the Monarch team Tom Cooper will continue as the star, and will have as a team mate George Grant, of Detroit.

• • •

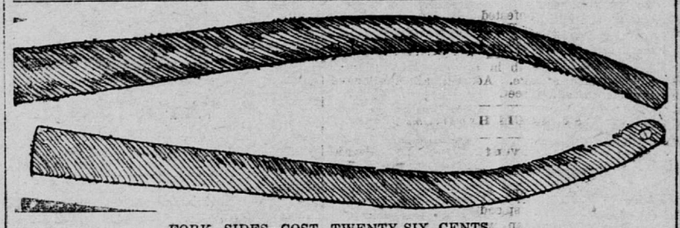
Fine points about bicycle etiquette have not been settled yet. It seems to be the general opinion that when you are riding a wheel you have a right to address a stranger who may come up beside you, provided you have something really worth talking about. It isn't necessary, if custom makes a law, to say "Beg your pardon, sir," and then make a specific statement about some topic, and then say "Good morning," but you have the right to begin a general conversation, on some bicycle topic, of course, and continue to talk as long as the other man will listen. If you are the man addressed you have not the right, apparently, to say "Excuse me, sir, but I do not know you." You must endure the conversation until you can contrive some way to escape the other fellow if he happens to be a bore. Of course, this applies solely to etiquette among men.—New York Sun.

CRANK PARTS; COST, 8 CENTS.



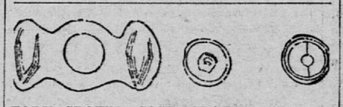
CHAIN; COST, 88 CENTS.

CLAMPS, COST, 5 CENTS.

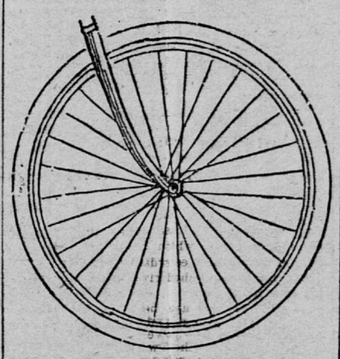


FORK SIDES—COST TWENTY-SIX CENTS.

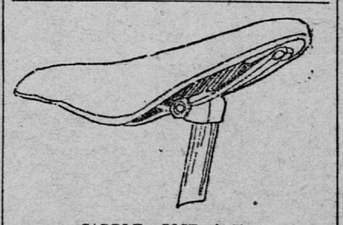
ADJUSTMENTS; COST, 8 CENTS.



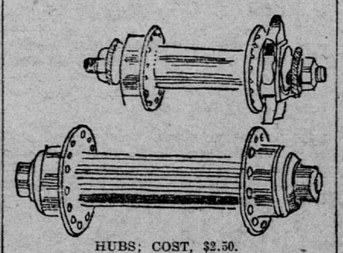
FORK CROWN; COST, 12 CENTS. CROWN CONE; COST, 3 CENTS.



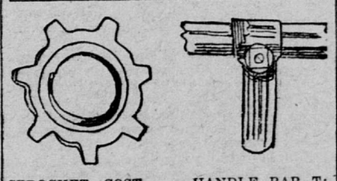
RIMS; COST, 60 CENTS. TIRES; COST, $6.50. SPOKES; COST, 70 CENTS.



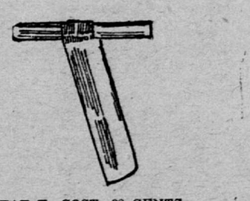
SADDLE; COST, $2.50.



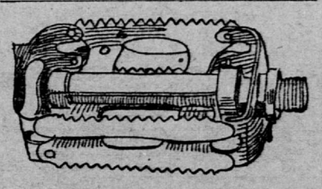
HUBS; COST, $2.50.



SPROCKET; COST, 40 CENTS. HANDLE BAR T; COST, 5 CENTS.



SEAT T; COST, 28 CENTS.



PEDALS; COST, $1.20.

GRIP; COST, 26 CENTS.

REINFORCEMENTS; COST, 14 CENTS.

A Bicycle Sale

That Beats Them All In Actual Values.

WE SHALL COMMENCE ON MONDAY, JUNE 8th,

A VERY SPECIAL SALE
—OF—
Bicycles, Bicycle Hose and Sweaters

SPECIAL PRICES. SPECIAL TERMS.

THE GREAT BEN HUR!
THE HIGH-GRADE ROMAN!
THE FIRST-CLASS NAVAJO!

For Full Particulars Call on

D. W. Van Vleck, 57 East Fifth St.

TO RIDE WITHOUT A HANDLE.

Every Cyclist Who Wishes to Become Expert Should Read These Instructions.

European Edition of the Herald.

"Why don't you sit properly on your machine?" said the head instructor at Guyenet's bicycle establishment, Avenue de la Grande Armee, to me the other day.

"?"

"Because," continued he, "you ride as if you depended for your life and safety on the handle bar. Try now and ride without it."

"But I can't," I replied, "and, more than that, I don't wish to—that's only for you experts."

"Don't be so timid," continued M. Germaux, the head teacher, whom all will recognize as "Maurice," formerly of the Palais-Sport and well known for his skill in bicycle teaching. "Try for yourself and you will see that your fault—the fault of nineteen-twentieths who ride at all—lies entirely in not understanding the function of the handle bar.

"What does it do? Very little for a bicyclist who knows anything about riding. It has its uses, but those only who have learned properly in a school seem to know what those uses are. Did you ever learn to ride a horse in a riding school?"

I murmured something about having been at Dickel's, in New York.

"Very well; do you remember if you were made to ride without the stirrups?"

"Yes," came the answer like a shot from my lips, as I remembered having been made to ride for an hour by a master, formerly of Canterbury, on a little beast called "Jack," clinging on for dear life by my legs, heels, ankles—anything, in fact, to keep me from tumbling on to the tan bark below.

A GOOD SEAT ACQUIRED.

"Very well; what did he make you do that for," continued Maurice, insisting on putting me through my catechism, "to get a good seat?"

"Exactly."

"Very well, then, you know something about the use of riding without the handle bar. When you do without it you begin to learn how to use it. Never before. But come along inside.

"Mount!" said the head teacher.

"Hands touching lightly on the bar, heels slightly out and toes in and inclined downward—sit well back and with the ball of the foot on the pedal, directing the motion from the ankles—plenty of ankle play—and go as fast as you like—allez."

I obeyed.

"Now advance your hands toward the center of the guide bar—about three inches—a little more—now bring them so as to touch each other, thumb to thumb—keep on like that for twenty minutes."

On and on I went, hoping to be let off easily. But the face of Maurice wore a stern expression, and he never noticed my appealing looks.

"Now," at length cried the teacher, "let go your hands and pedal forward—not as if you were driving nails with your feet like a carpenter with a hammer, but as if you were turning a coffee mill—always with a forward movement, and pedal fast and evenly."

The thing was done and the lesson learned.

"Two lessons are necessary inside, as a rule," said Maurice, "and a third lesson on the road, and any one can ride without touching the handle bar, but you must continue to ride in that way whenever you get a good level road before you, for it keeps you from falling into bad riding habits that fatigue and in some cases injure the rider, and which always look bad and ungraceful.

"To ride without touching the handle bar makes you rely on the pedal. Lay it down as a principle that the beginning and end of good bicycling is to rely on the pedal. Your foot must feel the pedal as much as your rein a horse's mouth when you are riding horseback. Cultivate a sensitive foot, for the foot should hold the pedal in the same way that your hand would if it were on the metal—or, to put it stronger—you should try to clutch the pedal with the foot like a parrot clings to his perch.

CLING TO YOUR PEDAL.

"Look at my shoes! They are bent V-shaped just at the ball of my foot. That comes from grasping the pedal in the way I have described. That is why a thick, hard-soled boot is undesirable for bicycling. A thin sole is necessary—just thick enough to protect the foot from pebbles and stones when you walk and the projecting points of the pedal when you ride.

"If you wish to turn to the right, pedal more with the left foot, and the reverse is the case, of course, when turning to the left.

"Do I think machines without handle bars will ever come into vogue? No; because for general use the guidon is useful to rest the hands on from time to time, or in crowded streets, where careful steering is required—for the handle bar, while not being necessary for steering, is of course an adjunct, and, when used properly, a very elegant and stylish one, too. Then it rests one very much in riding up hills.

"But, as time goes on, I am certainly of opinion that the handle bars will diminish greatly in width and general size. Don't you know how perfectly huge they used to be? They are diminishing gradually, and I think a handle bar in time of say fifteen centimetres width, will be the thing to use.

"But watch me while I take the handle bar off my machine and ride without it.

"You see, it is not difficult with a good machine which is properly adjusted. Very much depends on that in riding in comfort without a handle bar.

"If the adjustment is not perfect it will always be found out when riding without the guidon.

AN ACCOMPLISHMENT.

"But I have spoken only of the necessity—the absolute necessity, mind—of knowing how to ride without the guidon in order to acquire a good seat and a thorough control of the machine. That is not all, however. Apart from its practical uses, the knowledge of riding by the pedals alone is an elegant accomplishment.

"Take the case of a man riding out with a lady—to put it stronger, a lady who is not very skillful. Very well; how nice it is to know how to support her, holding the seam of the bodice just at the shoulder blade. But how impossible that would be if you are constantly feeling the want of the guidon yourself! If you want to light a cigarette, use your handkerchief, or hold up your hand to warn coachmen or others behind you in the street that you are about to stop—all these and more, too, necessarily demand a knowledge of riding without the handle bar.

"In the case of ladies, it is no less an elegant accomplishment. There is Mme. Robesco now, riding about holding her parasol with perfect ease and comfort. I need hardly mention that in the case of ladies it is always more stylish to have a handkerchief or reticule or something in the hand when they ride alone like that, to 'give them countenance.'"

At the conclusion of his hints on bicycling without a guidon, M. Germaux invited Mme. Robesco to join him in a promenade about the school, and all lessons were stopped to see the really beautiful maneuvers of the two experts riding without the handle bar. Hands crossed, arm in arm, holding various objects in the hands, as handkerchiefs and cigarettes, eating an orange and pouring out a glass of brandy from a flask were all shown in an admirable way.

After that Maurice himself went through some surprising feats, among which were guiding the machine by the tips of his toes on the handle bar, and also directing the machine by his toes pressing his whole weight back so that his body was at an angle of about 60 degrees.

"That is nothing," replied the instructor, when I congratulated him. "You should see the Prince of Monaco. I gave him a few lessons once, but he is more skillful than I am in this kind of riding."

Bridal Chambers for Merriam.

Special to the Globe.

ST. LOUIS, Mo., June 6.—Ex-Gov. William R. Merriam, of Minnesota, will have the handsomest suite of rooms occupied by any one who visits St. Louis during convention week. Nothing less than the bridal chambers at the St. Nicholas would satisfy the Minnesota ex-governor, who will be accompanied by his wife. The rooms are numbered 32, 33, 34 and 35. The governor's reception room is No. 34.

Fine Leather Suit Cases and Portmanteaus at Garland's, Third and Robert streets.

THE ROBERTS BICYCLE
SPEAKS FOR ITSELF.
The Easiest Riding and Most Durable Wheel on the Market.
MADE HERE IN ST. PAUL

We guarantee satisfaction. One trial means another sale. Examine our wheels and be convinced. First-class repair shop in connection. Full line of sundries.

ROBERTS
Architectural and Ornamental Iron Co.
Fourth and St. Peter Sts.

PRICES
Are doing the talking for our line of STEARNS, BELLIS, SMALLEY and TRILBY BICYCLES.
The qualities talk, too. Don't fail to investigate our bargains.
CUDDY CYCLE CO. 234 West Third St.