PROGRESS OF THE WORK OF CON-STRUCTING CYCLE PATHS IN ST. PAUL.

ORGANIZING L. A. W. CLUBS.

INDUCEMENTS OFFERED BY BOARD OF OFFICERS OF THE LOCAL DIVISION.

PERSONAL

WHEELING

First Run of the L. A. W .- Capital City Club Goes to Hudson Today.

The Cycle Path association is not spending much money just now, waiting for the treasury to fill up. The association rightly claims that St. Paul being advertised among wheelmen all over the United States on account of the miles of good wheeling it boasts. The association is daily in receipt of letters of inquiry as to St. Paul cycle paths, as to their construction, cost, etc. Wheelmen who make Western trips are induced to stop off with their wheels at St. Paul, taking in the good riding and beautiful scenery in and

About two miles of path are finished on West Seventh street, and by Thursday next the path will be finished through to the fort. Wheelmen can ride out West Seventh to Tuscarora avenue then about five blocks on the sidewalks to Otto street, where the cy-The crew which was at work on

FRESH CYCLE NEWS mittee to represent the Northwest. The Eastern roads are nearly all carrying wheels without charge, while the Western roads are still holding out their transportation charges.

The Capital City Cycle club is fitting up the rooms of its club house on East Seventh street. A magnificent parlor suite has been purchased, and suitable furniture for the reception rooms has been ordered, but is not yet at the house. The gymnasium is coming in for a good share of attention, and the boys say they will have athletic appliances which will be the pride of the city.

The Capital City Cycle club will take its official run to Hudson today. Refreshments will be served at the club on their return. About fifteen of the boys are in Duluth taking in the London Road road race. They left Friday evening and will return tomorrow morning.

The Laurel Cycle club took an infor-

Another lady, who has succumed to

Paste This in Your Hat.

On meeting another rider always turn to the right.

On turning a sharp corner at right angles always look behind you.

Do not ride more than two abreast under any circumstances.

Do not coast at all unless you are thorough master of your wheel. If your bicycle rattles get it fixed at once.

Oil your machine at least once a week. Do not get oil on the tires. It causes the rubber to expand irregular-

y and may result in an explosion.

Do not continue riding until you are completely tired out.

Be sure your pedals are far enough from the seat to give your limbs

on a pedal catching and throwing you off on your face. Do not make a practice of riding without holding the handle bars. A

great many smart people have died young.

To the Girls-Don't wear bloomers

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the following:

the following:

To encourage organization of L. A. W. clubs and furnish them funds for local work, the board of officers of the Minnesota Division of the L. A. W. has decided to distribute \$100 among the L. A. W. clubs in this state, in proportion to the new club members which shall be secured between now and July 15, 1897; provided, the new club members must also be new recruits to the L. A. W. and provided, further, that no club can participate which secures less than ten new L. A. W. members, nor receive more than 50 cents for each new L. A. W. member.

No names will be counted except those whose applications for membership in the L. A. W. are sent to Chief Consul M. L. Knowlton. 301 Guaranty Loan building, Minneapolis, and the secretary of each competing cub must send to Mr. Knowlton on or before July 16, 1897, the regular certificate of organization of an L. A. W. club, required by the constitution, together with the names and addresses of all club members, indicating which ones were secured between now and July 15. Go ahead and organize clubs.

It is surprising to note the utter disregard shown by wheelwomen and a few wheelmen for the etiquette of the road in the matter of turning to the right when meeting another cyclist or a vehicle of any sort. It may not be amiss in this connection to urge upon new riders the advisability of making a wide turn when rounding a corner. man who collided with Bert Leomis on Summit the other day by turning to the left at the last moment, has learned a valuable, if painful les-

E Coddon was hurt on Monday last. riding to Minneapolis to the ball game.

I M. Pavian, of 619 Jackson, is the owner of a very unique watch chain. It is made of platinum and gold, and is a diminutive cycle chain, the bar of which is a pair of tiny handle bars, and the two charms attached to the chain are a wheel, with front forks, pedal and toe-clip combined. It is a very neatly gotten up little trinket and much prized by the possessor.

Charles Freeman, who broke his shoulder blade on field day at Hamline, is improving and expects to be on the track again soon.

The local division of the L. A. W. The local division of the L. A. W. tock its first official run on Thursday evening. It was not as successful as anticipated, on account of the early hour appointed for starting time. Those who were on hand left the Windsor at 7 o'clock promptly. The run was to Como park. Only about thirty members turned out, but they had a very jelly run of it. Col. Cody, of Chicago, was the guest of honor, and among the other gentlemen participating were: L. F. Block, captain of the local division; W. H. S. Wright, H. C. Hope, Charles W. Copley, George Boyce. Future runs are subject to call of the captain.

L. F. Block cautions members of the Cycle Path association to bring in their receipts and obtain their transfers before the supply runs out. An up-to-date wheel without the blue label on front will soon be as much of a guy as the wheel with cushion tires.

Will Read, who claims he cannot find a lantern that will not jolt out, leaving him liable to arrest, has evolved a novel head-light in the shape of a cigar. He carries it as if smoking and was the center of attraction on the Lex-ington cycle path on Wednesday even-

Miss Helen Baldwin is visiting her sister in St. Paul this week, but is mostly confined to the house on account of bruises showing on her eye and nose, the result of a fall sustained in the recent ladies' six-day race at Duluth. She is very lame, and will probably race no more for this sea-

The approaching meet in Philadelphia makes transportation matters interesting to the wheelmen who are contemplating a vacation. A. B. Ovitt is in receipt of a letter from B. B. Ayers, of Chicago, chairman of the transportation committee of the L. A. W., appointing him a member of the com-

A party, consisting of the chief consul of Illinois, Mr. Pattee; the chief consul of Wisconsin, Mr. Rotier; N. H. Van Sicklen, publisher of "Bearings;" Ed Westlake, sporting editor of the Chicago Evening Post; Chas. E. Root, president of associated cycling clubs, of Chicago; Chas. E. Jones, publisher of "Ye Gynk," and Mr. Burley B. Ayers will visit the Twin Cities on next Sunday. They will bring their wheels and make a personal inspection of our boulevards. They come in the interest of free transportation of wheels in our section of the country.

W. J. Martin is in training for the Harriet road race on the 5th. He is in splendid condition, and his friends expect him to do the club proud.

E. J. Fuchs and Frank Clinton are still in quest of their missing wheels. They have a slight clue, and are keeping up the search with much vigor.

mal run on Tuesday night. About twenty-five members were in line.

the charms of the diamond frame wheel, is Mrs. C. H. Saunders, of 669

On passing another rider always pass to the left.

At street crossings look to the right, to the left and in front, and ring

Ride slowly in the business district where there are street cars, vagons and carriages.

Do not coast down steep hills.

Do not lend your bicycle to your neighbor.

Ride at least two feet from the curb unless you want to take chances

Don't try to beat railroad trains, don't try to break records, and don't make century runs.

Maryland avenue last week is now Arkwright street. Mrs. Saunders, on

working for the city on Summit, work being for the present suspended on Maryland.

being interviewed on the question of costume, said: "I wear the divided skirt. I do not believe in the apron, no matter how you may adjust it when on the wheel. I would not—I will never—ride a drop frame again, neither will any other lady, who has given the diamond frame a fair trial." Mrs. M. L. Knowlton, chief consul Minneota division of L. A. W., has issued

> A bicycle drum corps is being organized. There will be about twenty drums and as many bugles. The names of the officers will be announced later.

Saunders rides an average of 100 miles

The Laurel club took its regular run on Friday evening, the destination be-ing Como. They took the usual route over Lexington park out and back over Snelling avenue. Fifty members were in line, and the usual refresh-ments were served on their return. Dancing closed the evening's entertain-ment. The gentlemen members of the club will make the Northfield century run today.

A. B. Atkinson was arrested on Thursday on the charge of scorching, and, upon investigation of the charge, was released without a fine.

A great deal of interest is shown in A great deal of interest is shown in the road race coming off at Lake Harriet, on next Saturday. About \$1,000 are hung up in the twenty prizes to be competed for. It is a twenty-mile race, being seven times around the lake. The road will be scraped and rolled with a ten-ton roller, so that the lightest racing wheels may safely be used. Lake Harriet is two and three. Lake Harriet is two and three fourths miles in circumference.

William Matticks, of the engineer's office in the court house, is soon to issue an official challenge to any 200 pound man in the city for time to Lake

C. F. Shanley will ride to Faribault. then to Mankato and back to St. Paul today.

A cycling party, consisting of Misses Margaret Garvin, McDermott, McDon-ough, Margaret and Laura McDonough, Nora Clinton, and Messrs. P. J. Kelly, T. Mayler, Mart Garvin, F. A. Green, T. Mayler, Mart Garvin, F. A. Green, E. J. Barry and M. J. McCormick, took a run to the Mounds on Friday even-ing, returning to the home of Miss Garvin, where light refreshments were served.

Representative Grondahl is still agitating the question of good roads in Red Wing, and has earned a good deal of commendation from wheelmen throughout the state.

WILLOW GROVE MEET.

Arrangements Are Being Made to Greet a Host.

Greet a Host.

PHILADELPHIA, May 29.—While the national championships at Louisville last year were open to professionals as well as amateurs, the programme of the races to be held at Willow Grove on Aug. 6 and 7 next, in connection with the eighteenth annual meet of the League of American Wheelmen, will contain no less than six championship events, four for professionals and two for amateurs—the first time in the history of the league that the "pros" will be given an opportunity (under L. A. W. sanction) of fighting out among themselves the question of to whom belongs the title of national champion at the various distances. The professional championships will be at a quarter, half, one and five miles, and the one-mile race will bring to light that long-looked-for individual—the mile champion of the United States. To win that event will be an honor that will carry with it no little distinction, and will, in addition, be worth thousands of dollars to the fortunate individual who first reaches the tape in the last desperate sprint. The winning of any of the national professional championships, in fact, will mean much to the man or men who capture the prizes, and that they will be fought out to the last inch by the largest and fastest feet of racing men that ever faced the starter goes without saying.

ing.

The two amateur championships will be at a mile and two miles, and their decision will doubtless furnish a repetition of the bitterly contested struggles that have characterized these events in former years.

big list of trick-riding applicants and entirely

which the races will be refrist Day—
First Day—
Two-mile handicap, professional.
One-mile championship, amateur.
One-quarter-mile championship, professional.
Two-mile handicap, amateur.
One-mile championship, profesional.
One-third mile, open, amateur.
One-mile, 2:05 class, professional.

One-mile, 2:05 class, professional.

Second Day—
One-half-mile championship, professional.
One-mile handicap, amateur.
One-mile championship, amateur.
One-mile handicap, professional.
Two-mile championship, amateur.
One-mile handicap, professional.
Five-mile championship, professional.
The trial heats will be run off in the mornings, beginning at 9:30, the semi-finals and finals to be reserved for the afternoons at 3 o'clock.

and finals to be reserved for the afternoons at 3 o'clock.

The racing men will be interested to leage that the accommodations provided for them at the Willow Grove track, where the national championships of the L. A. W. will be decided on Aug. 6 and 7, will be all that the most exacting of them could ask for. Additional facilities for the comfort of the men have been added to the already complete training quarters until Willow Grove is probably better provided in this respect than any other bicycle track in the country. Plentifully supplied with toilet rooms, shower baths, lockers (one to each man, and unusual precautions to be taken that the riders' valuables are safe), airy and light (they are also fitted out completely with electric lamps), the quarters are, in addition, roomy enough to allow each rider, amateur and professional, to have a cot to himself. One immense room will contain accommodations for upwards of 100 men, while several smaller rooms, which will be devoted to the uses of the larger teams traveling with the circuit, will comfortably accommodate the cirackajacks and all their rubbers. There are large hotels and any number of boarding houses within five minutes' walk of the training quarters for those of the visiting racing men who may prefer to remain near the track during the week previous to the meet, when the cream of the amateur and professional racers of the country will gather there to indulge in preparatory work for the great events. In this connection the race meet committee has decided to appoint separate training hours during the mornings and afternoons for the professionals and amateurs, hoping thus to avoid the accidents that have marred the preparatory work in previous years and temporarily eclipsed many n bright racing star. many a bright racing star.

The work of improving the track is now in progress. Although less than a year old, and never in proper condition for the making of fast time, the mile was made upon it last season in 2:04 and a fraction, the surface at the time being decidedly soft; indeed, poor time at Willow Grove has been an exception, which argues well for the lines upon which the track is built. The management will spend a large amount of money in placing upon it a surface which, while possessing all the advantage of asphalt, will have none of its disadvantages, and that while possessing all the advantage of asphalt, will have none of 'its disadvantages, and that good time may characterize the two days' racing they propose to spare no expense in making any improvement which may be suggested by the competent track builder who has charge of the work. By the first week of August next the Willow Grove track will be one of the fastest three-lap ovals in the country.

Simple Rules for Wheelmen.

Simple Rules for Wheelmen.

The crusade against riders who violate the rules of the road has had considerable effect upon Milwaukee wheelmen. However, there are many riders who, apparently, are entirely ignorant of the road rules. Every wheelman should read and heed the following rules of conduct:

When meeting riders, pedestrians and vehicles keep to the right. When passing them from behind, keep to the left.

When turning corners to the left keep to the outside of the street.

When turning corners to the right keep as far out as possible without trespassing on the left side of the road.

Never expect pedestrians to get out of your way; find a way around them.

Never ride rapidly by an electric car standing to unload passengers.

ing to unload passengers.

Never coast down a hill having cross streets along the way.

When meeting other riders ascending a hill, where there is but one path, yield the

hill, where there is but one path, yield the right of way to the up-riders.
Bear in mind that a rider meeting an electric car carrying a strong headlight is unable to see beyond the light; keep out of his way

When riding straight ahead never vary your course suddenly, to the right or left without first assuring yourself, that no other rider is close in your rear, or on the other side toward which you turn.

Do not ride too close to a novice, and in meeting a novice give plenty of room.

Street Cars May Carry Wheels.

From Chicago comes the announcement that one of the big street car companies is considering a plan to carry wheels on its cars. It is said that the plan meets with the approval of the astute Mr. Yerkes, and it is likely that this is a fact, for Mr. Yerkes, has ever been keenly alive to Mr. Yerkes' interests.

The Chicago movement is the result, doubtless, of a previous movement in New York. Some weeks ago the elevated roads of New York.

can be used for bringing crippled wheels down

can be used for bringing crippled wheels down town.

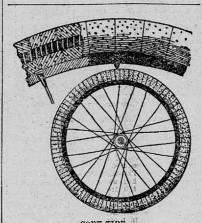
Mr. Winston's sympathles for unfortunate bicyclers were excited when he heard some young women of the North side, who were caught far up toward Evansten with crippled wheels, and were compelled to walk several miles before they could get assistance. Then and there he formulated the plan which, when realized, will transform the rear dashboards of cable and electric North side cars into portable hospital wards for wounded wheels. If the plan is adopted—and there seems to be little doubt that Mr. Winston's idea will be accepted—every car on the North side will be decorated with three bicycles hanging to hooks on the rear platforms. It will be an easy matter for a weary pedal-pusher to let the air out of his tire, unscrew the bolt in his chain, or make a cripple of his wheel without damage to it, and thus put it in condition to pass the civil service examination of the conductor. When these little schemes were given to one of the officials of the North side system yesterday he laughed and said:

"Well, the fact is we long have had an idea that it would be a good thing for the cars running out to Evanston and other electric cars reaching into the wilds to carry bicycles. There are hundreds of bicyclers who are deterred from attempting long out of the city rides because of the distance, their inexperience, or because the wind is blowing in the wrong direction. If they find out that it will be possible to ride in toward home on a street car for a nickel, with their bicycles nicely and securely hanging from the rear platform, they will be tempted to make longer runs, and the company will get their fares for the run in.

CORK TIRES.

A New Invention Designed to Pre-

vent Punctures. Cork tires are the latest thing in bicycle invention. It is claimed that they are not susceptible to tacks and glass, and that the troublesome puncture will soon be a thing of the past. The new style of tire is constructed of sections of cork which are almost solid, the center being made of an endless coll spring, which holds the section of cork



firmly. Any section may easily be removed and renewed. The spring acts something like a bracelet which removes from the wrist by stretching the spiral a little. Whether this will wear as well on better than the pneumatic rubber tire remains to be seen. It has not yet been tried, but the inventor claims everything for it.

The Evolution of the Bicycle.

The Evolution of the Bicycle.

"The Evolution of the Bicycle" is interestingly illustrated in a pamphlet published by the Indiana Bicycle company. It sketches the history of the wheel from Baron de Sivrac's invention in 1790, to the present time. Sivrac's machine was a sort of hobbyhorse on wheels. It became popular, and was used by women as well as men. Instead of pedals the feet rested on the ground, and riders merely pushed themselves along. In 1892 the velocifere appeared. The horse feature was omitted and a saddle substituted. A modified form of this wheel was used in England, where one Dennis Johnson engaged in the manufacture. Johnson opened a riding school for the instruction of beginners, and this is the first cycling school on record. One of the most curious vehicles in the history of wheels is the dog treadmill, invented by a New York man. The high front wheel became popular in 1880. The first safety bicycle of the present type was invented in Coventry, England, by James Starley, who called it the bicyclette. The safety dates back only about seventeen years, and its great popularity came only a few years ago.

Crown Point, Ind., claims the oldest bicycle racer in the United States, if not in the world. He is Amos Edgerton, keeper of a little grocery. He is 80 years old, but his age does not hinder when it comes to riding a, wheel.

The old man caused a sensation in blcycle circles Thursday when he entered his name in the fifteen-mile road race, which will take place today. The course of the race lies over rough country roads, but that does not worry Mr. Edgerton. He will have a thirty-minute handleap, and says with that less, of a previous movement in New York. Some weeks ago the elevated roads of New York put on special bicycle trains. The patronage was so large that the number of trains was increased and the plan was declared to be a big success.

The stery from Chicago is to the effect that in a short time the North side street cars will carry bicycles. The matter will be considered at the next meeting of the officials of the North Chicago Street Railroad company, and it is said on high authority that Mr. Yerkes approves of the scheme. The plan was proposed by Mr. Winston, a director, and it contemplates hanging hooks or other suitable devices on the rear dashboards of street cars, to which three bicycles can be attached. There is a string tied to the scheme, however, for such hooks only

A FOOLISH LITTLE MAID.

There was a little maid,
And she had a little wheel.

In front of cable cars she loved to roam, roam, roam.
But like a stupid dunce
She slipped her pedal once
And lugged her bike in pieces to her home, home,
—Havez.

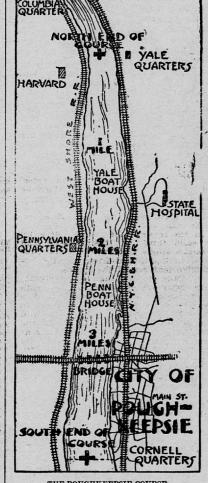
VARSITY RACES ON THE HUDSON.

HOW CREWS ARE TRAINING.

Ontetly Working at New Lor den-Improvements in Columbia.

characterize the preparations for the college boat races at Poughkeepsie. The people who first decided upon the location and laid out the course overlooked the important matter of tide, and the friends of New London neglected what might have been in imglected what might have been in important argument against the Hudson river as the place of contest. As no change could be made in the tide and it was deemed unwise to row earlier than half past 4 in the afternoon, it was finally decided to row up stream instead of down. This decision affects the Cornell-Harvard-Yale 'varsity race, which will be the chief event of the four college races, and the freshmen race between these three colleges, which takes place two days before the which takes place two days before the varsity race. It will not affect the races of Cornell, Columbia and Pennsylvania, which take place one week later and which will be rowed down stream, as usual.

In the old time boat races over the and the hour when the tide was flowlocal committee were opposed to rowmen were unwilling to row earlier be-



cause of the probable heat and risk o

Unusual interest is shown in the preliminary work of the different crews.

June 23—Harvard-Yale-Cornell varsity, four miles.
June 25—Harvard-Yale-Cornell varsity, four miles.
June 30—Cornell-Columbia-Pennsylvania freshmen, two miles.
July 2—Cornell-Columbia-Pennsylvania varsity, four miles.

The Harvard crew has attracted the most attention on account of their English coach and their experiences with English shells. Several members of the crew have for various reasons become incapacitated, and a feeling of nervousness is said to prevail. Mr. Lehman is evidently taking no chances about a boat for the Harvard crew, for another shell was recently ordered from Davy, the Cambridge builder of racing craft. This will make three shells Harvard will have, from which the one to be used at Poughkeepsie can be selected. The English shell is too light for the varsity crew, and will probably be turned over to the freshmen crew. The Webb shell does not seem to please Mr. Lehman, as it has not yet been taken out of the varsity boathouse since its arrival.

The Yale crews will remain at New London until June 20, training for the Poughkeepsie race. They will not go to Poughkeepsie until directly before the event, just long enough to allow the crews to get accustomed to the course. The varsity and freshmen about a boat for the Harvard crew

course. The varsity and freshmen crews will go practically the same day.

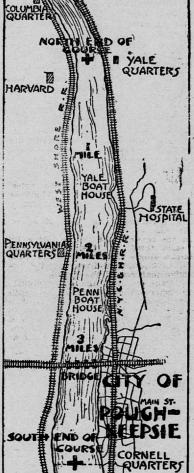
Certain critics insist that Cornell has changed its stroke in the past few years. The following extract from a letter received by Prof. R. H. Thurs-ton from Tom Hall, the famous 'varsity tetter received by Prof. R. H. Hullston from Tom Hall, the famous 'varsity
strcke of the '94 freshmen crew, the
'91, '92, '93, '94 'varsity crews, and the
Henley crew, will be evidence to the
contrary. "I sincerely hope that Cornell
will have success on the water this
year. The importance of victory cannot be overestimated. Not only are
we competing against Yale, but also
against English methods. That the
Cornell stroke has not been changed
to an English one I know full well;
had such been the case, I should feel
doubtful of victory. We may have
learned several things while we were
in England, but our defeat there can
be accounted for in other ways than
that the stroke was in fault. We have

TO ROW UP STREAM

AN INNOVATION IN THE BIG

FREQUENT AT HAR-VARD.

Poughkeepsie course, when the Ward brothers and the old Stranger crew rowed, there was a superstitious fear of pulling northward on the Hudson, ing down was always selected. The ing up the river because of the diffi-culty that sightseers would have to see the finish and wanted the race set for earlier in the afternoon. The college



THE POUGHKEEPSIE COURSE.

The great events at Poughkeepsie are as follows:

June 23—Harvard-Yale-Cornell freshmen,

oarsmen and will give them their examinations in training quarters at Gales Ferry. Capt. Bailey, of the Yale crew, in discussing the apparently strange policy of Yale in going to New London to train for Poughkeepsie, says: "We have had almost nothing but rough weather all the spring and the crew has not been able to row the four mile distance much. The regular four-mile course up the Quinniplac is not available, owing to the new bridge that is being constructed and the rough water kept up off the harbor. We go to New London because we are sure of a sheltered spot there, and we go early to get to rowing the four miles regularly."

We have three '96 models which we will sell for. \$45.00

于. J. McDERMO于于

"Better Than Ever."

The sensation of the New York City, Chicago and

Minneapolis cycle shows.
Two years in advance of any wheel on the market. Up-to-date men and women demand up-to-date goods. The Ben Hur is up-to-date and away in advance. Here's an inducement to ladies to buy the Ben Hur

Ladies' Bicycle

& Horton to furnish each lady buying a Ben Hur Bicycle a five-piece bicycle costume, consisting of skirt, jacket, knickerbeckers, leggins and hat, FREE OF COST. Your choice of latest and nobbiest fabrics in new and fashionable colorings. Fit and style of these suits

REPAIRS, RENTAL AND SUNDRIES.

HOWARD A. STRAIT, AGENT,



We Sell Wheels, Too

No. 413 Hennepin Avenue,

Minneapolis.

The PATEE is the only High-Grade Wheel on the market for \$60. Remember we don't keep them--we sell them.

Twin City Cycle House, 436 Jackson St., St. Paul.

claimed to be the equal of Yale, and we must back up that claim; the reputation and honor of Cornell in this field are at stake."

Columbia and Pennsylvania are less talked about than Harvard, Yale and Cornell. Columbia has been handicapped in practice by rough water, but the work of the crew nevertheless, shows improvement over last year. Pennsylvania did not begin practice Pennsylvania did not begin practice with as much work as the others, but a noticeable improvement is shown in

CHAMPION WRESTLING.

An Athletic Development of the St. Louis Turnfest.

the character of the stroke.

The recent turnfest at St. Louis developed a new champion wrestler in the person of Henry Albeken, who is now able to rank with other national now able to rank with other national athletic characters. Albeken won the minateweight championship at St.Louis, defeating the crack middleweight men of the United States in the turnfest competitions. Hocker, of Los Angeles; Klee, of Newark, N. J., and Lindeman, of Camden, N. J., went down before him in succession. Albeken has been a public of George Bantists of St. Louis pupil of George Baptiste, of St. Louis, for a year or so and makes no secret of the fact that Baptiste had much to do with his developing as a wrestler. Albeken handles himself on the mat in a manner similar to Barney McFad-

Cycle Tube Trust Formed.

Cycle Tube Trust Formed.

From Pittsburg comes the statement that a bicycle tube trust has just been formed, and that henceforth the tube product will be controlled by an English syndicate. Representatives of the British combination have been at work at Pittsburg for several weeks and last night it was announced that their work had been successful. The trust has bought outright the tube plants at Elwood and Greenville, Pa. The price paid for the two plants and the privilege of using the Stiefel seamless tube process was close to \$3,000,000. The only other tube plants in this country are at Shelbyville and Toledo, O., and Brooklyn, N. Y. It is not probable these plants will be taken into the trust. The Englishmen are also after the Uehling patents for casting and conveying metals, now controlled by the Carnegies. The American factories of the trust, which now have a capacity of 26,000,000 feet of tubing a year, will have their capacity doubled at an expenditure of \$2,500,000. The headquarters of the entire combination will be in New York, under the management of H. W. Hartman, lately president of the Elwood tube factory.

NOTES OF THE BIKE.

Bicyclists in Berlin are compelled to carry a number about as large as a locomotive headlight and illuminated at night, so that when a scorcher misuses his wheel to run down a pedestrian, the injured party or some bystander can take notice of the number and the offender can be spotted afterward, if he does not see fit to stay. As the numbers are officially registered, it is difficult to avoid detection.

Representatives of the four largest bicycle tube factories in England are reported to have been successful in forming an international tube trust. The plants at Ellwood and Greenville, Pa., have been acquired, the price paid being about \$3,000,000. The American factories will have their capacity doubled, at an expenditure of \$2,500,000. H. W. Hartman, late president of the Ellwood factory, will be manager, with headquarters at New York city.

It looks as though the day of the tricycles has come asin. A New York company is manufacturing up-to-date "trikes," of which a large number have been sold in the last

When at rest a man consumes 500 cubic inches of air per minute. Let him ride a wheel nine miles an hour and the air consumption per minute jumps to 1,600 cubic inches; increase the speed to twelve miles an hour and the air consumption leaps to 2,300, while at only eighteen miles per hour the rider has increased his air consumption to 3,000 cubic inches for every minute he rides at that speed.

The stock of the cycle board of trade of Philadelphia has proved one of the best investments any bleycle dealer in that city has ever put his money into.

An enterprising burglar in Steuben county,

GIA GEA

facturer's cost.

Hundreds in daily use. Strictly "HIGH GRADE;" fully guaranteed.

DOU. DON'T YOU KNOW WHY? No Wholesale Agents.

No Retail Agents.

No Middleman. We sell our Bicycles direct and add manufacturer's profit only to manu-

ROBERTS A.& O. IRONCO.

"THAT'S WHY!"

FACTORY, SALEROOMS, East Seventh Street. Fourth and St. Peter St.

ing the country for a distance of twelve miles. He was finally caught. The Cleveland-Pittsburg road race will be contested late in June or early in July. The route will be as usual, from the public square, Cleveland, to Chagrin Falls, via Warren, Youngstown, Beaver Falls and Sewickley.

The wheel is gradually getting a firm hold on the farmer's boy. A boy was noticed the other day near Harrisburg complacently pedalling along the road behind a cow, which was being driven home to be milked. Cowboys on wheels! And right here in Ohio! How strange it all is!

A great many riders noticed on the roads ride with too long a reach, owing frequently to the frame of the machine being so high as to prevent the saddle being lowered. It is a mistake to suppose that such a machine is faster than one on which a little of the seat pillar is exposed. As a matter of fact, it is rather the reverse.

Wheelmen in Atlanta, Ga., are up in arms against what is known there as the Culberson bicycle ordinance. This ordinance makes it unlawful for any cyclist to ride closer than six feet to a trolley car or other vehicle at street crossings. This provision, the local wheelmen declare, is unjust and unreasonable, and they give strong reasons to back up the statement.

If there is one thing more than another which the bicycle has done, it is to rescue from oblivion, the old-time country tans. On the Hudson county, New York boulevard, Merrick road and tributary roads, many of these old road houses, which have been vacated and unoccupied for years, are being renovated and fitted up, without desiroying any of their "old-timeness," as wayside inus for wheelmen.

Cycle racing as a sport is constantly growing in favor with the public and is attracting the attention of men who look at it from the amusement standpoint only. They see in it great opportunities, for if cycling clubs are able to conduct race meets profitably when all of the work of preparation is done by those who are really amatuers at the game it is fair to suppose that professional amusement caterers could do much better.

Very frequently when riding a speck of dust will be blown into the eye of the cyclist. Tobacco dust may also lodge beneath the lid if he is smoking while pedaling along. To get rid of these things use a small camel's hair brush. Moisten it in the mouth, push it well under the lid of the eye at the corner nearest the nose and wipe over the ball slowly and out at the opposite corner. One application will generally suffice.

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A bicycle highwayman is a new idea. Recently, when two French ladies of rank were walking along the Corniche road, they were stopped by a cylist in bloomers, who dismounted suddenly, produced a revolver, and then required them to give up their purses, jewelry and other valuables. This they did, whereupon the robber maid (or matron, if that should happen to be her style) loaded up the "swag" in her wallet and rode away, Milwaukee has a new cycling ordinance which compels riders to take the right side of the street.

An enterprising burglar in Steuben county, New York, made a record last week by the aid of a bicycle. Between nightfall and daybreak he committed eight burglaries, cover-