

BURLINGTON BEACH

July 4th

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\$200 IN COTTON BALL ILLUMINATIONS

Making in all one of the grandest and most picturesque displays ever before witnessed, giving to the many thousands of visitors an elaborate and an inspiring spectacle never before witnessed and seldom inaugurated by any amusement enterprise.

ALFRED ADAIR IN BALLOON ASCENSIONS

PROF. LEWIS IN SUMMERSAULTS AND DIVING

not yet be found to work better than balls under a load. It is according to good mechanical law to suppose that to get the best possible results the bearing of a wheel should "bear" the entire length of the hub. We understand that a number of makers will tentatively apply modern elaboration of this principle to bicycle wheels another year. The fact that the English retain the gear-case argues for its eventual adoption here. Full exposure of the chain to the dust and dirt of the highway must be regarded as a mechanical absurdity. The English consider the gear-case an "extra" to be paid for as such. To admit of its use a slight departure from present American models would be necessary. We look to see American adoption of the gear-case pioneered by a maker or two in the near future, but hardly expect that this much-needed accessory will be generally included among the improvements of '97.

While some lines of business are complaining of the inroads being made into their trade by reason of the widespread bicycle craze, the proprietors of the famous whaleback passenger boat, Christopher Columbus, that first appeared during the world's fair in Chicago, have arranged in a novel manner to take advantage of the very diversion that others are suffering from. Their boat has been at West Superior, Wis., all winter, undergoing repairs and when she started for Chicago to resume her summer excursion route between Chicago and Milwaukee, announcement was made of the fact that a bicycle track had been constructed on the lower deck of the vessel for the use of riders while on board. The track goes clear around the vessel, and is fifteen laps to the mile. The innovation has caught on with wheelmen, and to further acquaint them with the unique arrangement and popularize the pastime on shipboard the management offers prizes during the season for the person making the greatest number of miles while the boat is in transit between Chicago and Milwaukee.

A true Kentuckian is nothing if not sanguine. The League of American Wheelmen numbers today over fifty thousand members. By August this list, at the rate it has been increasing during many weeks past, will swell close to the hundred thousand mark. The Kentucky wheelmen expect that every one of these 100,000 members will attend the national meet in Louisville, and that every member will bring a friend or two with him. They are making preparations on the same scale as their expectations, and so energetically have they worked that little more

remains to be done. The money necessary has been raised, transportation has been looked after, headquarters have been procured, hotels and boarding houses have been listed, races have been arranged that will bring together the best men in the country, prizes that will induce the racing men to do their best have been secured, and a gigantic program of the entertainment for the visitors has been fixed up.

Maher has been matched with Choyanski, the fight to come off sometime in the latter part of this month. Maher is in fine condition and he will put up a fight that will be hard for Choyanski to beat.

W. C. Sanger had a terrible fall Tuesday in Galesburg, Ill., in the one-half mile professional race. Cooper, E. Stade, A. C. Mertons, Coburn, Stevens, Sanger and one or two others started. Stevens took the lead, having the pole with Cooper next. At the half Cooper forged to the front. Down the homestretch Cooper maintained the lead until within about ten rods of the wire. Here Sanger commenced to gain and at the moment he bent himself for a great spurt his handle bars broke off and he pitched headforemost to the ground. The other riders were coming like demons behind. Clark, Coburn, Stade, Hicks and Merton were hurled off and for a moment the air was full of legs, bicycles and arms. Coburn and Hicks were thrown under the fence; Cooper passed over the tape alone, followed by Stevens and Starbuck. Sanger was helped to the dressing rooms and he was found to be badly scarred and old wounds were reopened. It will be several days before Sanger can again enter the races, but the injuries will not be permanent.

The proposed race between the sextuple machine and the Empire State Express has turned out to be a fake, at least the days have passed on which the races were to come off. It seems strange that the public could be so easily taken in. The idea that a bicycle could be made to travel a mile in less than fifty seconds seems preposterous. Great things have been accomplished in the art of bicycle construction both in ways of producing speed and durability, but as yet no machine has been devised that can be propelled by human power alone at the rate of a mile a minute or less un-paced. While it would be comparatively easy for a "sex" to do this behind the train, it is an entirely different matter from doing it un-paced or without some means to reduce the air pressure on the machine and the riders.

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PATENTS: Feb. 24, 1891; Oct. 3, 1895; Jan. 21, 1896; May 17, 1897; Jan. 1, 1893; Others Foreign

The "Maywood" is the strongest and simplest bicycle ever made. Adapted for all kinds of roads and riders. Made of material that is solid, tough and strong; simple in construction, easily taken apart and put together; has few parts; is of such wiry construction that its parts will hold together even in an accident; no hollow tubing to crush in at every contact; a frame that cannot be broken; so simple that its adjusting parts serve as its connecting parts; a one-piece crank in place of a dozen parts; always ready to give reliable and rapid transportation. Features: Improved double diamond, guaranteed for three years. Made of 3/4-inch cold rolled steel rods (strongest and strongest metal for its weight known); joined together with aluminum bronze fittings in such a manner that it is impossible to break or any part work loose; a marvel of novelty, simplicity and durability; the correct combination of ingenuity in bicycle mechanism known to build a frame without brace, joints and tubing, as you know that frames continually break and fracture at brace joints, and tubes when they are buckled in cannot be repaired. WHEELS—24-inch warranted wood rims, plain wire tangent spokes and brass nipples. HUBS—Large barrel pattern. TIRES—"Arlington" Homepipe or Morgan & Wright Quick Repair, or some other first-class pneumatic tire. BEARINGS—Ball bearings to every part, including wheels, crank axle, steering head and pedals. CUPS AND CONES—Best quality tool steel, carefully tempered and hardened. MAINS—High grade hardened center, rear adjustment. CRANKS—Our celebrated one-piece crank, fully protected by patents; no cotter pins. REAR CHAIN—Shortest, 24 inches; longest 27 inches. GEAR-CASE OR FRONT FURK—Indestructible; fork crown made from gun-barrel steel. HANDLE BAR—Reversible and adjustable; easily adjusted to any position desired; ram's horn furnished if ordered. SADDLE—P. & F., Gilliam, or some other first-class make. PEDALS—Flat-iron or rubber; full ball bearing. FINISH—Enameled in black with all bright parts nickel plated. Each Bicycle complete with tool bag, pump, wrench and oiler. Weight, according to tires, pedals, saddles, etc., 27 to 30 pounds.

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