



The White

THE WATERS CO., SPRINGFIELD, O.

Manufactured by
The White Sewing Machine Co.
Cleveland, Ohio, U.S.A.

*Model
B*

"The White." Model "B" is built on new lines, adding grace to the conventional wheels for ladies. In this light, graceful mount are embodied all the new features described in its companion wheel, the elegant Model "A." In fact, it is a duplicate of the gentleman's wheel, differing only in the double drop frame.

In using this superb wheel, our fair riders are placed upon an equal footing with their hitherto more swiftly mounted companions. Handsomely finished hard wood dress guards, with lacing to match, set off the wheel and afford complete protection to the skirt. Most wheelwomen prefer, of course, the retention of the accustomed garb, and for them, therefore, provision is made in the form of the familiar drop frame, but for ladies desiring a light, smooth running, graceful diamond frame machine, "The White" Model "A" is particularly recommended.

Specifications "White" 1897 Model B.
Weight 24 Pounds with Fittings.

rear forks and $\frac{1}{4}$ inch tubing in rear uprights; height 22 inches; other heights to order. FRAME PARTS, seamless sheet steel connections, strongly reinforced. FORKS, seamless steel fork sides, gracefully curved and mechanically reinforced; double fork crown. STEERING HEAD, 11 inches long, $1\frac{1}{4}$ inches in diameter. HANDLE BAR, cold drawn weldless steel tube, $\frac{1}{4}$ inch in diameter; adjustable to four positions; our own invention. HANDLES, cork with metal tips. WHEELS, 28 inches, front and rear. WHEEL BASE, 44 inches. RIMS, Kuntz reinforced laminated rims. TIRES, Hartford, Morgan & Wright or New York. SPOKES, swaged piano wire, 28 in front, 36 in rear; swaged, .080 to .060. PEDALS, "King," rat trap or rubber; dust proof centers and bearings. CRANKS, special steel, round and tapered, with throw 6 inches long. CHAIN, $\frac{1}{4}$ inch solid link with hardened rivet and steel centers. SADDLE, made special to our order in black or tan leather. SADDLE POST, an entirely new device, adjustable; patented. TREAD, 5 inches. SPROCKET WHEELS, both detachable, steel drop forgings. GEAR, 63 regular, higher if desired. BEARINGS, made of the best selected high grade tool steel, carefully tempered and dust proof; a far superior construction of the crank bearing than any heretofore used; see detailed description. HUBS, large tubular hubs from solid bar steel. FURNISHINGS, tool bag, wrench, oiler, pump, repair kit; saddle and tool bag in black or tan leather. FINISH, handle bar, hubs, sprocket wheels, cranks, seat post, pedals, spokes, nuts, washers, heavily nickel-plated over copper; fork crowns in white enamel with gold edge. Remainder finished in either white, black, maroon or "Brewster" green enamel, elaborately gold striped.

FRAME, drop pattern, gracefully curved upper bar, $1\frac{1}{4}$ inch cold drawn seamless steel tubing, $1\frac{1}{4}$ inch top bar, $\frac{1}{4}$ inch tubing in



THEN



VASSAR GIRLS TAKING THEIR MORNING TONIC

NOW

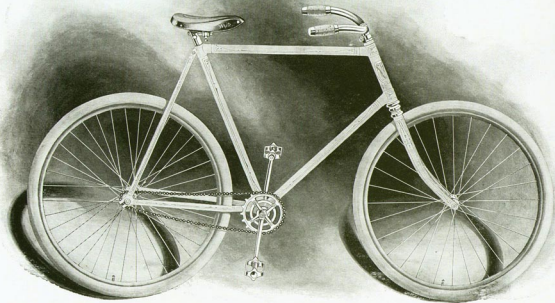
Guarantee on the "White" Bicycles.

We agree with the purchaser of each "White" bicycle to make good by repair or replacement, when delivered at our factory, transportation prepaid, any imperfection or defect in material or manufacture of such bicycle not caused by misuse or neglect; provided that the factory serial number shall be on such bicycle at the time the claim is made, and that all imperfect or defective parts shall be referred to us before any claim for repair or replacement shall be allowed.

This guaranty continues for six months from the date of the sale by the agent.

The White Sewing Machine Co.

The Press of
The Winters
©



GENTLEMEN'S WHITE AND GOLD MOUNT, MODEL A. PRICE \$100.

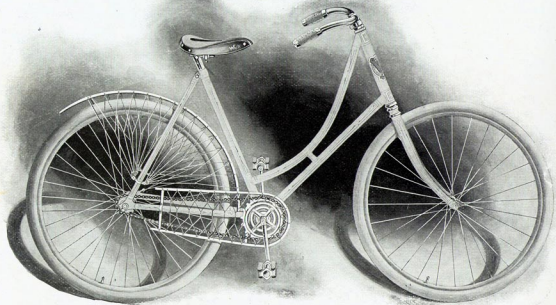
For Specifications see Gentlemen's Model A Regular



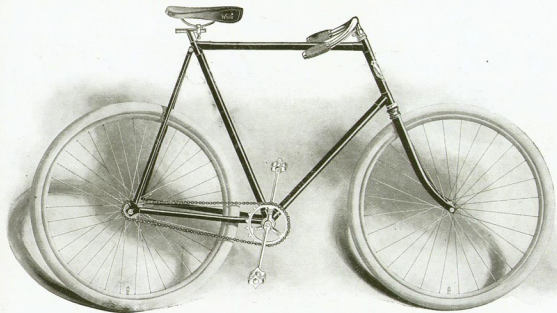
Gentlemen's White and Gold Roadster Model A

SOMETHING absolutely unique. A departure in wheel finishings. A dream of poetic beauty in steel. All of "The White" wheels are well known for beauty of outline, symmetry, strength and speed. And in this new mount, "The White-and-Gold" Model A, all the familiar lines of beauty will be found and recognized. In addition, the delicate finish, in purest of virgin white and the richest of gold and silver trimmings, in contrasts and blendings true to the artist instinct in every detail, gives this, our latest and finest production, an air of distinction that cannot fail to appeal to all lovers of genuine art, and to those as well whose refined nature leads them to admire that happy combination of the strong, the delicate, the useful and the beautiful that goes to make up the fin-de-siecle masterpiece of art, architecture, literature and the products of the workshop.

Gentlemen should bear in mind that none of the features of peculiar merit that have made "The White" so famous as a road machine—as a hill-climber, a coaster, an every-day stand-by, are omitted in the construction of our "White-and-Gold" Model A. They are all there and, in addition, the daintiest, the catchiest, the most attractive finish ever put upon a bicycle.



LADIES' WHITE AND GOLD MOUNT, MODEL B. PRICE \$100.
For Specifications see Ladies' Model B Regular.



THE WHITE MODEL C. PRICE \$75.00
See Specifications opposite page.



THEN

ALLIANCE

Now



TOP VIEW.



SIDE VIEW.



GENT'S STYLE.
NO. 1, BLACK. NO. 2, RUSSET.



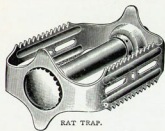
LADIES' STYLE.
NO. 3, BLACK. NO. 4, RUSSET.

Saddles

THE saddles we shall use on our wheels for this season are made especially for us by the Garford Mfg. Co. The one shown by cut will be furnished on Models "A" and "B." We consider it the best and most comfortable saddle ever placed upon the market. The depressed center is a new feature which dispenses with any pressure on the sensitive parts of the body.

Hygienic Saddles. After a careful examination and practical test of many saddles manufactured on hygienic principles, we have decided to adopt those made especially for us by the Garford Manufacturing Co. The two styles, illustrated below, are perfect in every detail, combining comfort in the extreme and in addition hygienic features that will be appreciated by all riders. As will be noticed we do not class these saddles under regular specifications applying to our wheels, but they can be furnished on Models "A" and "B" when specially ordered. They are finished in black and russet. In specifying style of saddles be careful to designate them as No. 1 being the gents' style in black, and No. 2 being the gents' style in russet. No. 3 being ladies' style in black, and No. 4 being ladies' style in russet.

The Garford Manufacturing Co. is well known as a manufacturer of thoroughly reliable bicycle saddles, and we are confident that in offering these saddles with "White" wheels we have chosen wisely. A guarantee direct from manufacturer is given with each saddle, guaranteeing it to fit perfectly, to be selected from choice material and to give general satisfaction.



RAT TRAP.



COMBINATION RUBBER.



RAT TRAP.



COMBINATION RUBBER.

The "King" Pedal.

The "King" pedal will be used on Models "A" and "B" and is the outgrowth of a number of years experience as manufacturers of pedals. It has an endless steel band, made very strong and light, with the ball cups set into same and especially hardened. The adjustment takes place in the outer end, is very simple, and is thoroughly protected from dirt by a dust proof cap. The end next the crank has also a special dust proof device. One of the important features of this pedal is the large number of balls (fifteen) which are in the outer end; it having been found by experience that most of the strain of the pedal comes on the outer end. The rubbers, as will be seen, fit directly on the rat-trap pedal, and are fastened securely by only one screw. This will be appreciated as a decided convenience, as our agents have, at all times, either a rubber or a rat-trap pedal, according to the preference of his customer, by removing or adding the rubbers. This can be done in but a few seconds of time as only one screw is required to attach or detach the rubbers.

Grothe Pedal.

This pedal, with which all our "C" and "D" wheels will be equipped is well known for its durability and easy running qualities. The '97 Grothe has twelve balls in the outer end, while the adjustable screw has been changed so that it can be readily adjusted with an ordinary screw driver from the opposite end. It also has a dust proof cap covering, opening into the balls on the shaft crank end, which makes it practically impossible for dust to interfere with the bearings. The rubbers for these pedals are the same as those used in the "King," and are fastened to the pedals with but one screw.



The White Bicycle



THEN AND NOW
· PORTFOLIO ·

White Sewing Machine Co.

Cleveland · Ohio · U.S.A.

BRANCHES

NEW YORK,
BOSTON,
SAN FRANCISCO.

LONDON, ENGLAND,
PARIS, FRANCE.



THE WHITE MODEL B. PRICE \$100.

See Specifications opposite page.



THE WHITE MODEL D. PRICE \$75.00.

See Specifications opposite page.

Model D

FOR ladies desiring a medium-priced drop frame mount, no better wheel than "The White" Model "D" can be recommended. It is an elegant machine, artistic in every line and is a fitting companion to Model "C" previously described herein.

It will be seen from the accompanying illustration that this dainty wheel has all the improvements in detail that can be desired by experts, and in general lines is the same as its companion, with the exceptions necessary to make it suitable for ladies' use. Every feature of this wheel is strong, yet light, while its gracefully curved double drop braces are of cold drawn seamless steel tubing, $1\frac{1}{2}$ inch in diameter.

Wearers of the rational costume, preferring a diamond frame wheel, will find the 1897 Model "C" well suited to their use. The price of both Models "C" and "D" is \$75, and we predict a continued sale for these equal only to their sterling worth.

Specifications "White" 1897 Model D.

Weight, 24 Pounds With Fittings.

tubing in rear upright forks, height 22 inches. FRAME PARTS, all steel connections strongly reinforced. FORKS, steel fork sides, grace fully curved; double fork crown. STEERING HEAD, 11 inches long, $1\frac{1}{4}$ inches in diameter. HANDLE BAR, cold drawn weldless steel tube, $\frac{1}{2}$ inch diameter; stationary in high, low or ram's horn positions as desired. HANDLES, cork with metal tips. WHEELS, 28 inches front and rear. WHEEL BASE, 44 inches. RIMS, Kundtz single piece wood, reinforced at joint. TIRES, choice of Hartford No. 77, Morgan & Wright or New York. SPOKES, swaged piano wire, 28 in front, 36 in rear; swaged .080 to .060. PEDALS, Grothe, fall-trap or rubber; dust proof centers and bearings; our own manufacture. CRANKS, special steel, round and tapered, with throw 6 inches long. CHAIN, $\frac{1}{4}$ inch solid link with hardened steel centers. SADDLE, black, handsome in appearance and especially manufactured to our order. SADDLE POST, style "T." TREAD, 5 inches. SPROCKET WHEEL, both detachable, steel drop forgings. GEAR, 63 regular; higher gear furnished if desired. BEARINGS, made of the best selected high-grade tool steel, carefully tempered and dust proof. We show a far superior construction of the crank bearing to any ever before used; patented. HUBS, large barrel hubs milled, four of solid bar. FURNISHINGS, tool bag, wrench, oiler, pump and repair kit; saddle and tool bag in black leather. FINISH, handle bar, hubs, sprocket wheels, cranks, pedals, seat post, spokes, screws, nuts, washers, heavily nickel-plated over copper; remainder in black or cardinal enamel.

FRAME, curved drop pattern, $1\frac{1}{2}$ inch cold drawn seamless steel tubing, $1\frac{1}{2}$ inch top bar, $\frac{1}{2}$ inch tubing in rear forks and $\frac{1}{4}$ inch

The White Wheel

Personal and Pertinent

with its fair rider in white is now a familiar sight, and everywhere a warm welcome has been accorded the wheel and its dainty burden. The "White" girl has coasted right into the hearts of riders and lovers of the wheel, and now "The White" is known wherever the bicycle has made its way. Known as one of the few best, one that cannot be ignored where wheels of the finest grade and highest class are under consideration.

Looking Backward

A year ago our experience in the manufacture of bicycles was in a measure experimental. We had, however, twenty years' successful operation in high-grade mechanism behind us. Our name had become synonymous with accuracy, durability, honesty of construction, thoroughness of detail. Our methods were as well known as our name. "In the front rank" well describes the position we have achieved, while in our service are men who have over and over again proven themselves masters in their particular line, and who in the manufacture of "White" bicycles have demonstrated the fact that methods and men that win in one line are worthy of ample confidence in any collateral line.

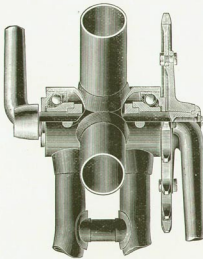
Looking Forward

We must win in the future, as we have in the past—entirely upon the merits of our production—applying the same principles in the manufacture of wheels as elsewhere. It being our intention to adhere strictly to this rule under all circumstances, and not, for a moment, allowing ourselves to be turned aside from this high aim by the temptation to follow the crowd into the delusive swamp of the "cheap and inferior."

How the White is Constructed

Crank Bearings, Models A and B.

This crank bearing possesses several very novel features, inasmuch as there are no cotter pins, one crank and the axle being integral, while the other crank, from which there are four sprocket arms projecting, is fastened to the end of this shaft by means of a lock nut and a left hand screw, rendering it impossible for the lock nut to become loose. This latter crank is held in its proper relation to the other by a key firmly seated in the shaft. The cups screw into the bracket, allowing the adjustment to be made by the cup, on the outside of which and solid with the cup is a hexagon nut, thus enabling the adjustment to be made with an ordinary wrench, and obviating the use of a special spanner—a convenient and desirable feature to the rider. Inside the cup, surrounding the shaft, is a felt washer, making the bearing practically dust proof. The balls in the cups are held in place by retainers, allowing the cup and bearing to be taken apart without a possible danger of losing the balls. The cups are held in place by clamping the bottom bracket by the means of the lugs and a screw. The cones are placed on the shaft with a very ingenious lock so that they are fixed stationary on the shaft, and at the same time have a



TOP AND SECTIONAL VIEW.



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R. Yeomliet

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SIDE VIEW.

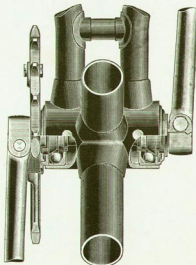
long, plain bearing. This feature enables us to obtain an absolutely true cone, and at the same time to make it from a special cast steel, which we harden very hard without danger of breakage. We have retained the famous three point bearings. This bearing is oiled through two oil cups, one on each side, through which oil drops directly down on to the cones.

The sprocket wheel is of the latest and most approved double ring type, and made especially from our own dies.

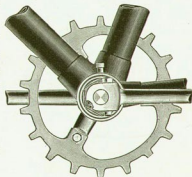
Crank Bearings, Models C and D.

This is a further development of

the bearing which we used in '96, the special features being as follows: The arms of the sprocket are integral with the shaft, allowing us to use plain cranks, which are fastened with cotter pins to this shaft. The right-hand cone is securely locked to the shaft, while the left engages with a hexagon nut which also acts as an adjusting nut. Both cones depending for their central position upon long, plain ground bearings. The ball retainers are in such position that the bearings can be taken apart without danger of the balls falling out. 5-16 balls are used, as they have been proven the most desirable for the crank bracket.



TOP AND SECTIONAL VIEW.



SIDE VIEW.

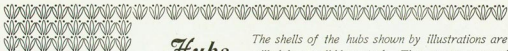




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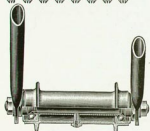
Now

J. L. CARROLL



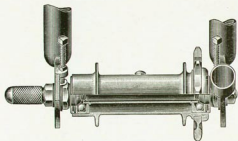
Hubs

The shells of the hubs shown by illustrations are milled from solid bar steel. The cups are pressed into same and connected by a thin oil tube, the ends of which project into the cup for the purpose of forming a part of the ball retainer. The other part of the ball retainer is a washer, through which the cone enters and between which and the flange on the cone is placed a felt washer. This makes a very circuitous and difficult path for any dust to enter and renders them practically dust proof.



FRONT HUB.

The Bearings are our regular three-point style with the cups and cones very hard, making a very easy running bearing and requiring a minimum of lubrication.



REAR HUB.

Our standard sprocket for the rear hub this year will have eight teeth, which, with the corresponding large sprockets, will furnish almost any gear desired.



Seat Post

We wish to call special attention to our patent adjustable post, which we regard as the most ingenious ever devised. The jaws are held firmly in the grooves of the bar which forms the "L" by a screw, which makes the whole as one solid piece. By removing the screw this "L" part can be placed either in front or rear at the will of the rider; it being impossible to change the "L" without entirely removing the screw, thus obviating any possible danger if the screw should become loose, or accidentally left so. The fine trim appearance of this post, as shown by illustration, will be highly appreciated by the rider.



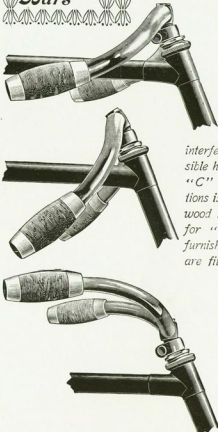
SEAT POST COMPLETE.



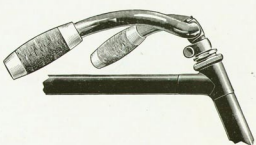
SECTIONAL SEAT POST.

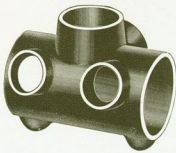
Handle Bars

THE special features of our reversible handle bars are entitled to more than ordinary consideration; constructed as they are on new principles, making them the simplest and most effective yet introduced.



It will also be noticed that apparently this handle bar is of the stationary type; the difference can only be discovered by close inspection, while in neat and trim appearance it is without doubt the handsomest yet devised. No additional weight is added as is the rule with almost all other reversible bars. Reversible to four positions. High and low drop, and high and low upright, giving absolute rigidity at every angle, with no screws or other unsightly looking protuberances to interfere with clothing of the rider. We furnish this reversible handle bar on Models "A" and "B," while on Models "C" and "D" the stationary bar in upright and drop positions is furnished. We can also, if desired, furnish adjustable wood handle bars for Models "A" and "B" or stationary for "C" and "D." For road and track racing we will furnish the drop bar in ram's horn style. All these bars are fitted with our metal tipped English pattern cork grips.

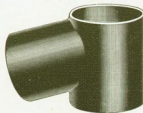




BOTTOM BRACKET.

Frame Connections.

The frame connections in Models "A" and "B" including the bottom bracket, are made from the best quality of cold rolled sheet steel, with the exception of the seat post bracket, which is a drop forging. These are all seamless, the lugs made so by being electrically welded, while the bottom bracket is without a seam of any kind. The metal in these being absolutely uniform and of the very best quality, they are not subjected to the variations or "cold shuts" of a drop forging, and are, therefore, far superior.



HEAD LUGS.

*Tire
Guaranty*

New York Tires, 1897.

We agree with the purchaser of each tire, to make good by repair or replacement, when delivered to us, transportation prepaid, any imperfection or defect in material or manufacture of such tire, not caused by misuse or neglect; providing such tire is accompanied by a signed statement from the owner, giving date on which the tire was purchased by him, together with the name and number of wheel on which it was used; and that all imperfect or defective tires shall be referred to us before any claim for repairs or replacement shall be allowed. We agree to repair free of charge any tire that can be repaired, providing such tire is delivered to us transportation prepaid. This guaranty continues for six months from the date of the sale by the agent, but expires in any event on May 1, 1898. This agreement does not apply to tires into which any so-called anti-leak preparation has been introduced.

NEW YORK TIRE COMPANY,

63 Franklin Street, Boston.
59 Reade Street, New York City.
334 Dearborn Street, Chicago.
1510 Market Street, San Francisco.



NOW

THE PROPOSAL



THEN



NOW



Tire Guarantee

We will give our customers the same protection on tires accorded to us by tire manufacturers. Defective tires must be returned direct to the tire manufacturers and not to us. They have ample facilities for repairing same and do so under their guaranty free of charge. Always prepay express charges.

Hartford Tires, 1897.

We agree with the purchaser of each tire, to make good by repair or replacement, when delivered to us, transportation prepaid, any imperfection or defect in material or manufacture of such tire, not caused by misuse or neglect; providing such tire is accompanied by a signed statement from the owner giving date on which the tire was purchased by him, together with the name and number of wheel on which it was used; and that all imperfect or defective tires shall be referred to us before any claim for repairs or replacement shall be allowed. We agree to repair free of charge any tire that can be repaired, providing such tire is delivered to us transportation prepaid. This guaranty continues for six months from the date of the sale by the agent, but expires in any event on May 1, 1898. This agreement does not apply to tires into which any so-called anti-leak preparation has been introduced.

HARTFORD RUBBER WORKS CO., Hartford, Conn.

100 Chambers Street, New York City.	910 Filbert Street, Philadelphia.
136 East Lake Street, Chicago.	370 Atlantic Avenue, Boston.
251 1st Avenue, South, Minneapolis.	19 Beale Street, San Francisco.
8 Queen Street, East, Toronto, Canada.	

Morgan & Wright, 1897.

We shall continue, in 1897, our custom of repairing all tires of our manufacture free of charge. We shall replace defective parts, when, in our judgment, the defect is from our fault. In no case will we replace when worn out in service or injured by accident. Make your request direct to us, and not through the makers of your wheel. Express charges on tires must be prepaid in every instance. If return by mail is desired, postage at the rate of one cent per ounce must come with the request for repairs. Do not send the wheel with the tire. See that every package sent has your address securely fastened to the package.

MORGAN & WRIGHT, 331 to 339 Lake Street, Chicago, Illinois.

Terms of Sale

Cash With Order. Except in case of customers with whom we have a credit account, cash must accompany the order or be paid upon receipt of invoice.

C. O. D. orders must be accompanied by sufficient money to cover express charges both ways.

Dealers desiring to open accounts are requested to send us, as references, the names of two or more well-known commercial houses with whom they have business relations.

No discount will be allowed from list prices, except to regular dealers.

Money should be sent by Postoffice Money Order, Express or by Draft on New York or Chicago.

Charges must be prepaid on all goods returned, and such goods should be distinctly tagged with owner's name.

We are not responsible for safe delivery of goods beyond the postoffice, express or freight depots at shipping point.

With every order give full shipping instructions.

Address all business correspondence

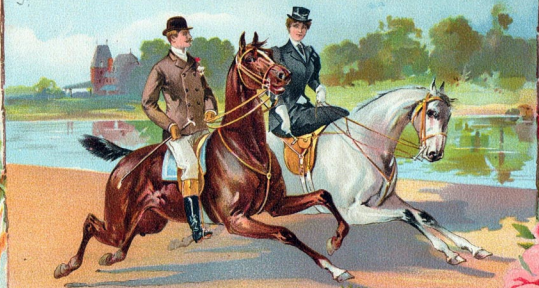
THE WHITE SEWING MACHINE CO.,

124-126 Euclid Avenue,

CLEVELAND, OHIO.

(Bicycle Department.)

3.00



THEN



NOW





The Best

Two Grades

Leading Features

Acting upon the presumption that the more cheap wheels sold the greater would become the demand for those of strictly high grade, we have directed our efforts solely in one direction—concentrating our forces upon one single point—the manufacture of the best that money can buy or skill produce. And we mean all that may be inferred from this statement. Our guaranty means nothing more or less. Our advertising means just that and every statement is made good all the time and in every way.

It is true we build two grades of bicycles: Models "A" and "B" with list at \$100.00, and "C" and "D" with list at \$75.00. Each the best of its particular class, our second grade being in no ways inferior to Models "A" and "B" in points of ease, comfort, durability and satisfaction to the rider, built as they are from the best quality of material, by the same workmen and modeled after the same lines. Indeed it is not too much to claim that our second grade might well serve as models for the so-called high-grades of many manufacturers.

Every desirable feature in the manufacture of bicycles is embodied in those of our production. Ease of management, speed and adaptability, are a few of the special features found in "The White" as they are found nowhere else. Our "White-and-Gold" finish is the daintiest conceit ever employed to render the bicycle beautiful and attractive. Our designs are the work of artists—men at the head of their profession and so acknowledged to be—men whose efforts are constantly directed toward higher and higher conceptions of perfection and adaptability. The lines of "The White" wheel combine grace and beauty with the highest form of durability and rigidity. They fully embody every requirement—speed, comfort, beauty of outline, accuracy of fittings, simplicity of repair. There is nothing left to be desired.





**Material
and
Workmanship**

In the two essentially important particulars of material and workmanship, it is needless to add that "The White" is at the apex. Every piece of material closely and repeatedly inspected, every mechanic the best that can be employed, every process carefully scrutinized, every finished part severely tested, every wheel tried, tested, abused, inspected over and over again, strains put upon them that do not come upon many wheels in actual use—all these things are every-day common-places in the magnificent plant in which "The White" was born, and from which thousands of these splendid machines have been turned out during the past year, and from which thousands more must come to satisfy the demands.

**Grateful
Thanks**

It is fitting and most appropriate that we here express our gratitude to the public for the friendly greeting accorded our wheel, for the readiness with which the merits possessed by "The White" were recognized and approved, and for the constant loyalty and unwavering allegiance that have made our wheel the success of the present era. We assure every patron and friend that "The White" shall continue in the front ranks and that no effort shall be spared, no expense withheld that can tend to place our product still further in the van of progress.

**Illustrations
and
Descriptions**

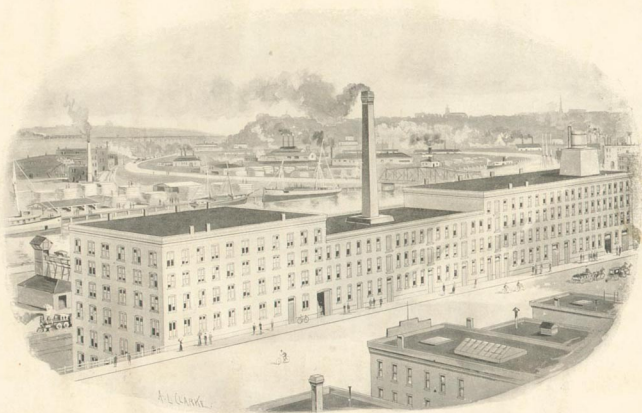
We invite your careful attention to the descriptive reading matter following. We have aimed at such full description of each of our wheels as will enable every reader to form a mental picture, that, in connection with the numerous accurate illustrations, will prove correct in every detail.

Yours respectfully,

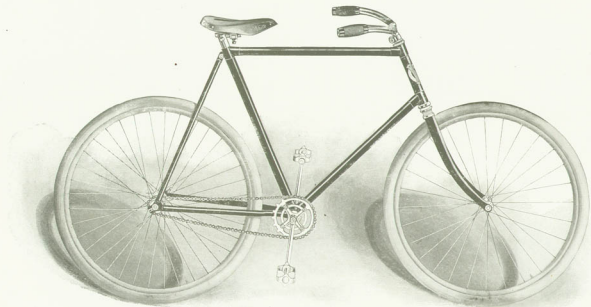
WHITE SEWING MACHINE CO.,

Bicycle Department.

Cleveland, Ohio.



THE HOME OF THE "WHITE," A THOROUGHLY EQUIPPED BICYCLE FACTORY
LENGTH 525 FEET, HEIGHT 75 FEET, FLOOR SPACE 125,000 SQUARE FEET
CLEVELAND, OHIO U. S. A., 1896.



THE WHITE MODEL A. PRICE \$100.
See Specifications opposite page.

Model A

HARMONIOUS in lines, graceful in design, perfect in construction, beautiful from every point of view, "The White" Model A is that wheel in which the highest expression of the bicycle art has been reached. Many years of experience in the construction of the finest machinery have brought about the result that the cyclists of the world have long expected and never before realized.

Every detail of construction marks the extreme limit of accuracy known in bicycle manufacture, and the quality and finish of the bearing parts are an education to those who are unused to this class of work. This machine is a thoroughly practical road wheel, and is adapted for either the business man or the club scorcher. It is sufficiently light for any reasonable use, and at the same time strength and durability are not in any way sacrificed to this end.

Specifications "White" 1897 Model. A.

Weight 23 Pounds with Fittings.

FRAME, high diamond pattern, 1 $\frac{1}{4}$ inch cold drawn seamless steel tubing, 1 $\frac{1}{4}$ inch top bar, $\frac{3}{4}$ inch tubing in rear forks, $\frac{3}{4}$ inch tubing in rear upright forks; height 24 or 26 inches; other heights to order. **FRAME PARTS**, seamless sheet steel connections all strongly reinforced. **FORKS**, seamless steel fork sides, gracefully curved and mechanically reinforced; double fork crown. **STEERING HEAD**, 9 inches long, 1 $\frac{1}{4}$ inches in diameter. **HANDLE BAR** cold drawn weldless steel tube, $\frac{5}{8}$ inches in diameter, adjustable to four positions; our own invention. **HANDLES**, cork with metal tips. **WHEELS**, 28 inches, front and rear. **WHEEL BASE**, 44 inches. **RIMS**, Kuntz reinforced laminated rims. **TIRES**, Hartford, Morgan & Wright or New York. **SPOKES**, swaged piano wire, 28 in front, 36 in rear; swaged .080 to .060. **PEDALS**, "King," rat-trap or rubber; dust proof centers and bearings. **CRANKS**, special steel, round and tapered, with throw 6 $\frac{1}{2}$ inches long; 7 inches furnished special to order. **CHAIN**, $\frac{3}{4}$ inch solid link, with hardened rivet and steel center. **SADDLE**, made especially to our order in black or tan leather. **SADDLE POST**, an entirely new device, adjustable; patented. **TREAD**, 5 inches. **SPROCKET WHEELS**, both detachable, steel drop forgings hardened. **GEAR**, 70 regular; higher if desired. **BEARINGS**, made of the best selected high-grade tool steel, carefully tempered and dust proof; a far superior construction of the crank bearing than any heretofore used; see detailed description. **HUBS**, large tubular hubs from solid bar steel. **FURNISHINGS**, tool bag, wrench, oiler, pump, repair kit; saddle and tool bag in black or tan leather. **FINISH**, handle bar, hubs, sprocket wheels, cranks, seat posts, pedals, spokes, screws, nuts, washers, heavily nickel-plated over copper. Fork crowns in white enamel with gold edge; remainder finished in either white, black, maroon or "Brewster" green enamel, elaborately gold striped.