

CLARKSONS TAKE A TUMBLE

Omaha Club Administrators Defeat to Captain Clarkson's Omaha Team.

STATE TEN PIN CHAMPIONSHIP AT STAKE

Last Series Will Be Bowled Tuesday Night—Activity Marks the Bowling-Active Situation in Omaha at Present Time.

It begins to look as though the Omahas have a lead pipe stuck on winning the state championship of Nebraska and the purse of \$500 in their present contest with the Clarkson team at Omaha. Six of the nine games scheduled have already been played and the Omahas are 170 pins ahead. The contest will be made on the total number of pins, instead of according to the number of games won.

The third and last match will be bowled at Clark's Tuesday night. Three games remain to be played and the championship will be decided at that time. With the big lead which the Omahas have to start in the last series it will certainly be the happening of the unexpected if the Clarkson team overcome the handicap and win the match.

Such surprise has been occasioned at ready in the progress of this match. The competing teams have been changed in their personnel but little since the close of the league tournament. While the tournament was under way the Clarkson held undisputed sway. The Omahas were even unable to make much of showing against the team that was recognized early in the season as being certain of winning the trophy.

Immediately after the league tournament the Omahas and the Clarkson began their series of games for the championship and the tournament leaders have hit the dust of defeat administered in large and juicy doses by the vice-leaders.

Captain Clarkson is unable to assign a reason for the slump his team has taken. "All the men seem to be bowling in their old-time form," he said, "but the scores don't show up as they would like to have them. There is no doubt but that the Omahas have improved immensely since the end of the league tournament. They are bowling in fine style and whether victorious or vanquished we will not hesitate in giving them credit for their excellent work that night. I don't admit for a minute that we are up against it. I believe in the games to be bowled Tuesday night we will overcome the lead of the Omahas and win out by a good majority. Of course, there is no disputing that we have a handicap against us, but if the Clarkson can be commended for any one thing in particular it is their consistent work. It is rare that any man falls below an established average and that a good one. On Tuesday night's game I am confident all of the men on my team will bowled up to their usual gait and it is possible that the Omahas will take a tumble. One man on either team may win or lose the championship for his respective club. If one of the Clarkson makes a particularly high average in Tuesday's game and is supported by a fair average by all the others, and one of the Omahas falls down and gets a small average then we are sure of winning the championship. I look for something of this kind to happen and I wouldn't be surprised that the result of the series will be in doubt until the last ball in the last game is delivered."

The Omahas are jubilant in their prospect of winning the championship. Buoyed up by the splendid chance they have of victory every man-jack on the team in lying awake nights dreaming of the high score he will make Tuesday night in order to clinch the triumph. "There is not the slightest doubt," said W. H. Emery, a member of the Omahas, "but that we will win the championship. If we do I guess the Clarkson will have to cut the trophy they won in the league tournament half in two and give us an equal share. If they won't do that we will content ourselves with the big victory of defeating them in this series and wait until next season to prove our claims of being the best bowlers in the city."

"Every man on the team is in fine fettle for Tuesday night. I can't see where the Clarkson have a shot of a show of winning. If their hope lies in our taking a slump they will certainly be disappointed, because every player is in excellent form."

Indeed it is just as reasonable for us to look for the Clarkson to take a tumble as it is for them to expect us to fall down. The championship is as good as ours right now."

There is a difference of opinion among the proprietors of the downtown bowling alleys as to the effect the approaching warm weather will have on the game. One declares that he might as well close up his alley, for he expects to make no more than running expenses during the spring and summer season. Others predict, however, that there will be but little falling off in the aggregate volume of patronage. The warm days of the last week or more have found the bowling alleys as well filled as on the coldest days of the winter. The large number of teams which have been organized all the winter is being added to by new clubs that are constantly springing up at all the alleys. There is an increased activity in business because of the frequent match contests between these teams, all of which are desirous of playing and winning as many games as possible.

More teams are patronizing the different bowling alleys now than at any time during the year. Heyden's alley is the most popular with the women, because of its out-of-the-way location and the fact that there are fewer bowlers there than in the downtown resorts. It is the rule rather than the exception, however, to find small parties of women bowlers at Clark's and the Gate City alleys every afternoon evening. Some remarkably good bowlers are developing in the ranks of the fair devotees of the game. Miss Leader holds the high city score on Heyden's alleys, with 153. At Clark's the patronage of the women has not increased that prizes are now being offered for the best scores by the liberal and progressive proprietor of that resort. Mrs. Fred Krug is high for the prize at ten pins, with a score of 139.

The small ball games are the most popular with the women. The big balls used in the city alleys are a trifle too heavy for them. In the small ball games many of the women are becoming quite proficient. M. Clark offered a prize for the best score at four-back a few days ago and there has been a lively competition among the women for the high score. Mrs. M. J. Hultgren is now in the lead, with 57 chalked up to her credit.

Messrs. Seaman, Garvey, Brown, Davidson, Creighton and Heane and Misses McGuire, Ayers, Lee, Bamford, McClure and Weir made up a merry party of bowlers at Heyden's Tuesday evening. Misses Lee and McGuire captured the high scores among the women and Messrs. Seaman and Heane were high for the men.

W. P. Clarkson and King Denman won the first match at ten pins with Charles Zarp and Fred Flanagan at Clark's alleys Thursday night. The event attracted a large number of spectators who turned out to witness the work of these four bowlers, recognized as being among the best in the city. Clarkson and Denman, both members of the Clarkson team, issued a challenge through the sporting editor of the Bee to the best bowler in the city for \$50 a side. The challenge stated a preference for Zarp and Flanagan, both of whom are members of the Omaha team. Zarp and Flanagan jumped at the opportunity of getting into a match with the two best bowlers in the team with which their own team had been in lively competition since the organization of bowling clubs in this city and the first series was bowled on Thursday night. The four men did splendid work, their individual scores averaged above the normal. Clarkson and Denman were in a trifle the best form. In the first game Clarkson scored 231 and in the last chalked up 261. Denman scored 219 in the third game and in the same game Flanagan scored 206. Clarkson and Denman won the first contest by 160 pins. Next Thursday night the series will close with three games. The scores Thursday were as follows:

Table with 2 columns: Name and Score. Rows include Zarp, Flanagan, and Totals.

One of the fastest games of the season was bowled on the Gate City alleys Thursday night by Ed Hammond and Plumber Head. Last week these two were a tie for the \$5 cash prize offered at the Gate City alleys. Each had a score of 255. They bowled off the tie Thursday night and Hammond won out. His score was an exceptionally good one. In the three games bowled his average was 218.2-3. Head's average was 172.5-4. Their scores were: Head—191, 148, 159; total, 498. Hammond—205, 241, 209; total, 655.

Herman Besslin, Al Krug, Fred Krug and H. Rita, accompanied by their wives, composed a party of bowlers at Heyden's one night last week. All of the high scores were not made by the men, the women coming in for their share of the honors.

Joe Guttman's famous Green Rivers had a crimp put in their long string of victories Wednesday night when the Krug Parks took three straight games. The latter team was composed of Conery, Neilson, Creighton, Allen and Fred Krug. In the total number of pins the Parks won by 147.

The third of the series of small ball games for the state championship will be played at Clark's tomorrow night, between the teams composed of the crack small ball bowlers of the city—Conrad and Knapp against Besslin and Emery. Five- and ten-pin games will be played. Besslin will be the game tomorrow night. Emery won the first game of the series at nine pins by seven points and their opponents took the second game at four-back by twelve points. The contest will not end until all of the small balls have been played and the team having the greater number of victories in its credit will be entitled to the state championship and the purse of \$100.

Fred Flanagan's high score at ten pins, 257, which was the high city score for a time, has been tied for the second time on Clark's alleys. Emery was the first to tie it. Last week H. A. Kolla chalked up 257 and is now in a pretty safe position for the monthly prize.

Conrad, French and Little are tied with a score of nine for the weekly prize at nine pins at Clark's alleys.

The winners of the prizes last month at the Gate City alleys were the following: Five pins, Alfred Harding, a lad 13 years of age, with a score of 13 straight; seven-down, Hal Buckingham, with a score of 8; seven-up, Earl Berrecker, with a score of 85; Ten pins, Milt McInnes, with a score of 255.

High scores at ten pins for the week at the various alleys were as follows: Clark's Alleys—H. L. Fowler, 204, 228, 217; W. W. Inches, 202; F. Conrad, 209, 212, 234; Seaman, 213; Wood Hartley, 215, 221, 223; D. W. McVee, 214, 204, John Bengtson, 209; Fouts, 201, 201; P. E. Davidson, 221, 202; W. C. Butler, 202; James Rubin, 215, 203, 220, 202, 207; C. F. Lovell, 229, 232, 202; I. S. Hunter, 209; A. Cole, 201, 214, 204, 200, 225, 206; J. C. Kaufman, 222; King Denman, 205, 211, 212; George Flanagan, 234; H. Yost, 214, 202; Ben Lancaster, 216, 205, 209; James Hammond, 203; Gilchrist, 225; F. Bunder, 219; C. Conrad, 204; Stenborst, 205; W. H. Emery, 201, 206, 202; Bill Ambrose, 212; Grant Cleveland, 200; W. P. Clarkson, 206, 203, 206; H. O. Reed, 201, 205; L. Weymuller, 204; "Plumber" Reed, 219, 213; C. C. Allen, 202; Fred Krug, 223; H. A. Marney, 201; H. A. Kolla, 257; George Lavidge, 201; H. S. Burgess, 216.

Gate City Alleys—C. B. Stunt, 214; Fred Mershon, 219; Charles Seaman, 231, 209, 220, 224; C. P. McDonald, 207; W. C. Nelson, 209, 215; E. S. Sheldon, 213, 217; George Lavidge, 211, 208; Kit Carson, 214, 204, 208; Bert Christie, 210, 212, 222; Milt McDowell, 222, 212; J. C. Reed, 202, 225; C. Conrad, 248; H. C. Elmors, 205; H. Schwartz, 232; Ted Neale, 210; John Youm, 207.

Lenz & Williams—L. Weymuller, 213, 202; W. W. Hartley, 214, 210; Al Krug, 201; Sam Pitzer, 215; C. P. Cole, 211; H. Marney, 215; Louis Jankowski, 203; J. G. Martin, 212; Guy Furry, 212; Al Johnson, 228, 206, 221; J. G. Lund, 209; W. A. Murray, 202; F. Steiner, 206; J. W. Welch, 204; H. Fretschler, 214, 209; G. E. Flanagan, 212, 214; J. Cavanaugh, 201.

IN THE WHEELING WORLD.

The future of the bicycle, with some reflections on its past, is the subject of an discourse in Collier's Weekly by R. G. Betts, editor of the Cycling World. Mr. Betts easily sees signs of a reawakening in bicycling, and regards the three C's of cycling—the chainless, the cushion frame and the coaster brake—as the greatest means to that end. "The coaster brake," he says, "has proven a priceless boon. Until the advent of this device, coasting, akin to flying, and always one of the most zealous features of cycling, was a dangerous pleasure, so dangerous that laws forbidding it were enacted in many places, New York

among them. Then coasting—that mad but delightful rush or glide downhill—required that the feet be removed from the pedals, and woe to the unlucky wight who lost control of his wheel or in whose path a wagon, a befuddled pedestrian or any other obstacle suddenly loomed. It was only the grace of Providence that could save him; a short stop was impossible.

"In the old days, many riders, women particularly, were too timid to coast, and thus lost to themselves that magnificent exhilaration which comes only with a swift flight downhill. The coaster brake remedied that in a ride of fifty miles in an unrelenting country the coaster brake saves fifteen miles of pedaling. Small wonder, then, that since the pneumatic tire no invention has obtained such popularity."

Mr. Betts ranks the cushion frame next to the coaster brake as a contributor to the pleasures of wheeling, and next comes the chainless, with its freedom from dust, no lost motion, no links to clog with mud. "The bicycle's place in the social economy of the world," says the writer, "is certain and has been fixed. It must not be judged by the frenzy of the past, and its record in mankind is the true arbiter. There must always be those—and millions of them—in whose daily lives carefree is a problem; to these the bicycle is the solution. There always will be places, streets and localities—millions of them—not reached by cars. As a safe, quick, economical and interesting means of reaching them, the bicycle can challenge any other means of locomotion. There will never come a time when man will not be mentally and physically bettered by gentle exercise, by fresher air, by change of scene. Than the bicycle, there is still to come a means more pleasing or more expeditious of affording all this. It is not yet in sight."

"Until it appears on the horizon, there should be an end to the prattle about the passing of the bicycle."

"Not the greatest of the bicycle was one of the nineteenth century's greatest gifts to man. Like many another gift, it was by many treated as a toy—as a means of passing amusement. It has risen superior to such misuse. Appreciation of its real worth has grown and is growing, and as a safe, quick, economical and interesting means of reaching them, the bicycle can challenge any other means of locomotion. There will never come a time when man will not be mentally and physically bettered by gentle exercise, by fresher air, by change of scene. Than the bicycle, there is still to come a means more pleasing or more expeditious of affording all this. It is not yet in sight."

The approaching cycle racing season promises to be one of the best in the history of the sport, and riders of all grades will be given ample opportunity to distinguish themselves. A sign of significance is the interest taken in the sport by the American Bicycle company, and elaborate plans have been completed by which racing will be stimulated in every state of the union. To begin with, a team of professional riders has been engaged for the racing season, and they will appear at every future of the circuit.

In response to an appeal from the amateurs the company has decided on an extensive plan to promote amateur riding. With this end in view, it has arranged that the country be divided into twenty-eight districts, as follows: 1, Maine, New Hampshire and Vermont; 2, Massachusetts; 3, Rhode Island and Connecticut; 4, New York, New Jersey; 5, Pennsylvania; 7, Maryland; 8, Virginia and West Virginia; 9, North Carolina and South Carolina; 10, Georgia and Florida; 11, Michigan; 12, Ohio; 13, Indiana; 14, Kentucky; 15, Alabama, Mississippi and Louisiana; 16, Minnesota and Wisconsin; 17, Illinois; 18, Missouri; 19, Iowa and Nebraska; 20, North and South Dakota; 21, Kansas, Oklahoma and Indian Territory; 22, Texas; 23, Montana and Wyoming; 24, Colorado; 25, Utah; 26, Washington, Oregon and Idaho; 27, Nevada, New Mexico and Arizona; 28, California.

Four gold medals will be offered for district records made in competition, the distances to be one, two, five and ten miles. The race must be held under the sanction of the National Cycling association. The race itself must be an open one, the rider starting from scratch, and only a single partner will be allowed. In the case of a handicap the rider must start from scratch. At the end of the season the amateur holding the district record according to the National Cycling association certificate will be presented with one of the gold medals.

Easter Monday has been decided upon as the day for the first meeting in France between Major Taylor, the colored champion, and Jacquelin, champion of all Europe. Their second meeting will be on Pentecost day, also a Monday. In Paris the event has been extensively advertised since the first of the year and it is expected that it will come off immediately after Lent there is every reason to believe that the crowd will be an enormous one, as cycling is a great diversion in the French metropolis. Then again, a colored rider has seldom been seen in France and no doubt this one will attract some attention among those that seldom attend cycle races. Should Jacquelin and Taylor each win a race the third meeting will be held in America, probably at Buffalo, during the warm months.

One talk in one minute back of motor pace and forty miles in the hour in a competitive contest are not thought improbable the coming season. Forty-two miles in the hour is also considered probable as against the time proposition. William C. Stinson, who has held the one-hour record of forty miles 330 yards, intends to make the mile trial in a straightaway ride at Buffalo some time next summer. He will follow a motor tricycle of immense horse-power down the Tonawanda boulevard at Buffalo, where Johnny Johnson started the world in 1891 with his mile in 1:35 1-5, which Eddie Leonard lowered later on to 1:34 4-5 on the same course.

In making his ride Stinson hopes to set figures for the mile which will be lower than any previous time record, not excepting the mile by "Charley" Murphy back of a railroad train. Stinson will follow a tricycle, on the back of which will be a roller against which his front wheel will revolve in case he touches it enroute. It is not improbable that Albert Champion will hold the tricycle that will set the greatest dare-devil in the land on such a machine and says that he will go the mile in fifty seconds, providing the road is level and perfectly straight. Stinson will be provided with no other wind shield than that made by the rider and the tricycle itself.

"One of the most notable and helpful features of progress in bicycle building," says a dealer of many years' experience, "is that in the direction of the parts standards. In helping out a rider we have very little trouble in the repair shop compared with what we had in former years. The nuts and threads of many of the best known makes are nearly uniform and there is no reason why they should not be. It is of great convenience to riders to be able to get a nut on the road that will have a lost one, and it is a boon not to have to send to the factory for any little part to be replaced. For the progress in this direction we owe much thanks to the company that has the highest standards and make their distinctive improvements in sensible directions and give individuality to their wheels without turning every thread oddly for the sake of differentiation that is silly and hindering."

Buy it and try it if you want a delicious wine with beautiful bouquet—Cook's Imperial Extra Dry Champagne.

Advertisement for 'Blood' medicine. Features an illustration of a man in a top hat and a woman in a long dress. Text includes: 'Have by a surgeon Shylock on thy charge to stop his wounds lest he do bleed to death.' 'Blood is made from food properly digested and assimilated.' 'Dr. Pierce's Golden Medical Discovery cures diseases of the stomach and other organs of digestion and nutrition.'

Advertisement for 'WINE OF CARDUI' and 'LONELY HOMES'. Features an illustration of a woman. Text includes: 'Lonely homes are childless. Many wives are desolate for the lack of a child to love.' 'WINE OF CARDUI regenerates the disordered female organs by building up the worn out nerves and regulating the menstrual flow.'

Advertisement for 'CASCARETS'. Features an illustration of a man and a child. Text includes: 'POOR LITTLE JOHNNY! AND HIS "TUMMY"! Small boys, and many times large ones, and occasionally girls, too, big and little, suffer terribly from convulsive pains or "cramps" in the bowels and stomach—pain so violent that it "doubles up" the ones attacked, and makes it impossible for them to stand up.'

THE BEE WANT ADS PRODUCE RESULTS.