



THE PASTIME.

UTILITY OF THE BICYCLE

Wheel Becomes a Feature of the Messenger Service.

ITS PRACTICABILITY NOW ESTABLISHED

Telegraph Companies Find That Their Service is Vastly Improved by the Employment of the Cycle Riders.

In no particular has the advent of the bicycle been productive of more striking results than in the change that it has brought about in the district messenger service of the local offices of the various telegraph companies.

Everyone remembers the messenger boy of half a dozen years ago, but today few of his familiar characteristics can be recognized, as he has exchanged the slow and uncertain means of locomotion which nature afforded him for the swift and noiseless wheel. The boy who lolled idly along the sidewalks as though his main object in life was to master the contents of the show windows has gone forever. He is no longer to be seen singly located in a sheltered stairway perusing a dog-eared copy of the "Boy's Own," nor does the first April sunshine disclose him playing marbles in an alley to which the observation of the manager is not likely to penetrate.

He has dropped the list of has-beens and his place in the world is filled by his alert, businesslike and industrious. The new boy never lingers. He rides his wheel at a pace that discounts the motor train, dives between pedestrians and successfully runs the gauntlet of the most inextinguishable tangle of vehicles. Nothing short of an old-fashioned billiard stopper him. He rides through snow and slush and through the pelting rain as dizzily as though he had a personal interest in having the yellow envelope in his belt delivered at the earliest possible moment. He has developed an ambition, too, and hopes to be a manager himself some day. And altogether he is worth two or three as lazy and loitering predecessor. In the evolution of the messenger boy, the comic papers have lost a valuable target for their humor, for the time-worn jokes that were once cracked at the expense of the uniformed boys are altogether out of place when applied to the hustling youngsters who wear their brass buttons today.

That the bicycle is solely responsible for the admitted improvement is contended by every manager in Omaha. They aver that the use of the wheel has been tantamount to the same principle that is applied by modern educators in the education of young children. The task that must be learned because it is a task that is distasteful to every child, but the teacher who inculcates the same information and makes the lesson a pastime is demanded by modern progress. When the boys who come to school so heavily laden with the hot pavement to carry messages the work was tiresome and it was natural that they should not take any amount of interest in it. But when the trip was to be taken on a wheel, it became a very different matter. And it is the universal experience that has been so true in the case of the wheel and boy were joined together an as-

to lose their positions means to lose the much prized wheels. While the boys by their own wheels, they have had their wages increased in a proportionately small amount. It has been estimated that the old system of messenger boys received from \$12 to \$15 per month, but now they get \$18 and \$25 extra. The extra mainly consists of the charge for street car fare which now goes to the boys instead of to the street railway company. This often amounts to \$5 a month, so the boys are really better paid than before.

THEY ARE RACERS, TOO.

The Western Union boys has turned out some of the best young riders in Nebraska. One of them is Harry Edgill, who won the six-day race at the Coliseum a year or two ago. Edgill also knocked a big chunk out of the scale runs up to \$18 and \$22. Manager Ryner claims in George Phillips the best trick rider in the state, and a number of the other boys are capable of giving a high grade. The wages of the boys have been materially increased. Previously they were paid \$12 to \$15 per month, but now they are paid \$18 to \$25 extra. The extra mainly consists of the charge for street car fare which now goes to the boys instead of to the street railway company. This often amounts to \$5 a month, so the boys are really better paid than before.

The bicycle corps of the Postal Telegraph company is much smaller than those of the other two companies. Manager Fuller has only eight boys, but he is fully convinced of the advantages of the system. He says that better service is secured in every way and in case of a rush, the force can handle the business with a rapidity that was impossible before the wheels were used. The following is the personnel of the messenger service:

- Western Union Telegraph company: D. Manion, Oscar Ewell, Arthur Kelly, J. M. Donnermeyer, M. J. Donnermeyer, John O'Connell, Thomas Kennedy, F. Johnson, W. Appleton, C. Wright, Glen Roberts, Ralph Brown, Oscar Bloomer, Frank Edgill, F. Bush, R. T. White, F. Armstrong, M. Shannon, C. R. Plyburn, Ed Kennedy, Charles Jensen.
- American District Telegraph company: F. Gemmer, W. Peterson, C. Shea, E. Hamlin, T. Church, E. Taylor, H. Byrnes, J. Harrigan, R. Selby, D. Gordon, G. Brown, G. Phillips, E. Lumbeck, J. Cowgar, F. Kirchner, F. Linder, F. C. Boyer, S. Barker, W. Paulsen, A. Blodier, S. Gately, E. Delaney, L. Barrett, M. H. Brown, C. Morrison.
- Postal Telegraph company: Fay Crowland, Ernest Hayes, C. Huntley, Claude Bonnell, James Arnoll, R. Hoston, Roy Fox, A. Bluck.

THE BICYCLE IN WAR.

Its Utility Appreciated in Foreign Armies.

In view of experiments which other nations are making with reference to the use of the bicycle in modern warfare, says the Boston Advertiser, it seems at least strange that we have not followed the lead.

that more of an effort in that direction is not being carried on by the national guard in this and other states. The fact is well known that General Miles has looked with favor upon the use of the bicycle by soldiers in the regular army, or by couriers in army service. No bicyclist regiment has yet been formed, however, in the army, and there is likely to be no such experiment in the immediate future, so far as the public can learn.

In France, especially, the bicycle is regarded with greater attention by military authorities, and has already appeared in military reviews. Experiments have been made in France with a military bicycle, and during a recent exhibition some rode up at the rate of about twelve miles an hour, went through his part in a sham battle, then climbed up his machine company on his back, scaled a wall about eight feet high with a ladder, fired again from the other side of the wall, unfolded his bicycle and rode off.

The exhibitions in France have made it plain that an army can travel on bicycles with greater speed and with more effective fighting force than ever before. It might be undesirable for many reasons to equip an entire army with bicycles, but there is certainly no reason why a number of companies in a regiment should not be mounted on bicycles, and should not be trained to maneuver on wheels. Outside of an experiment which has been made at the national capital the public has little of bicycle regiments in the national guard.

Manager United says that the wheel has decided success from the first, and has improved the service fully 50 per cent. It has had a tendency to imbue the boys with an idea of their own importance and to make them feel that they are of some account in the big Western Union system. All of the twenty-four boys now employed by this company ride high grade wheels, and they are zealous in performing their work, if for no other reason, because their wheels are bought on the installment plan and they fear that

WHEEL RACING IN NEBRASKA

Something of the Men Who Have Ridden to Victory.

FACTS CONCERNING EARLY CYCLE MEETS

Gatherings Where Local Wheelmen Have Made Records that Have Placed Them at the Head of the Procession.

The first bicycle tournament in Nebraska was held in this city in September, 1884. It was under the auspices of the Omaha Bicycle club, and was a one-day meet, with a half-dozen amateur events upon the card. It was held upon the club's quarter-mile track, which was located in the old Athletic park on North Sherman avenue. The majority of the races were won by John G. Hitecock, a local man who proved himself to be more than an ordinary rider in those days. At that time such a thing as the modern geared safety was unheard of, and the good old high wheels predominated. A mile then in 3:20 was considered good time, and a man who spoke of riding 100 miles in a day on a wheel would have been considered a fit subject for the insane asylum. Since that time, however, hundreds of races and race meets have been held in the state, and through the modern methods of training, the increased knowledge of training, the time for a mile, as well as for other distances on the bicycle, has been reduced until it is far below that of anything traveling upon land or water, with the exception of cranks propelled by electricity and steam. A racing man nowadays who cannot ride a mile in two minutes or better is not considered much of a rider in Nebraska. It will be seen that in less than fifteen years the time for the mile has been reduced by about one-half, and in this advanced age, when but few things are considered impossible, it would be unwise to say that it has reached its lowest mark, as another ten years may see it far below the minute.

FOR FUN AND BUSINESS.

Professional bicycling has been tried in a small way some ten years ago, when there were comparatively few racing men and fewer race meets. It proved to be a failure. Since then, until the present date, the sport has rapidly gained in popularity. Racing men have sprung up like mushrooms, and race meets have been held by the thousand. Racing men ceased to participate in the sport for glory, and the result was the "makers' amateur board," which was a body that has nursed and controlled cycle racing since its infancy, promptly and more properly termed a semi-professional class. It took but two short years for the public to tire of this sort of racing, and the League of American Wheelmen, a body that has nursed and controlled cycle racing since its infancy, promptly and more properly termed a semi-professional class. It took but two short years for the public to tire of this sort of racing, and the League of American Wheelmen, a body that has nursed and controlled cycle racing since its infancy, promptly and more properly termed a semi-professional class.

INCREASED INTEREST IN RACING.

During 1892 there were a number of other race meets of less prominence held throughout the state, and people who had not before been interested in it, and when the racing season of 1893 rolled around the sport had double the number of followers. The first professional race was held at Lincoln in that year, on July 4, under the auspices of the Capital City Cycling club. Lincoln riders had long been interested in the sport, and had been left out almost entirely, therefore they set to work early in the spring of 1893 and trained hard for the season. They were successful, and where there were other bicyclists in the state during that year, which perhaps the first was the Omaha race on July 22 was the most important. The winners at this meet were: Holton, Congdon, Proulx, Plety, and he held at Omaha on June 30, under the auspices of M. O. Dutton, and the races were won by Congdon, Barrett and Kelly.

HERE EDGILL STARTED.

The season of 1895 opened up early, and from a racing standpoint was far ahead of all previous ones. The first important race of the year was the Douglas city road race, held in this city under the auspices of the Associated Cycling clubs, on May 30. First prize was won by Harry Edgill, who had four minutes handicap. The time prize was won by "Happy" Holloway of Plattsmouth, who covered the ten miles in thirty minutes. In the second race, which was a mile and a half, Edgill won the majority of the events. Following this came the six-day race at Omaha, in which Harry Edgill, the messenger boy, did his wonderful riding, winning the race easily by nearly half a mile. This was the sixth annual meet of the Nebraska Division League of American Wheelmen, which was again held at Kearney on July 22, and was a success. Edgill won the one-mile state championship in 2:20 1-5; Plety of Omaha, the half-mile in 1:20; and the mile in 5:15. Edgill also won the two-mile state championship in 5:58 2-5, and the two-mile safety championship in 5:58 2-5. Plety of Omaha, the half-mile in 1:20; and the mile in 5:15. Edgill also won the two-mile state championship in 5:58 2-5, and the two-mile safety championship in 5:58 2-5.

THE BIG RACE OF THEM ALL.

All Omaha well remember the greatest bicycle race ever run. They cannot forget that, for it took place in December, 1895, right here in Omaha, at that time the Mecca for the cycle racers of the country. But the event which is referred to was the match race between Harry Edgill and Ned Reading, the soldier phenom, on the old-fashioned ordinary wheels. The race was a six-day, eight-hour affair, and was a side, the state championship and Mr. Rhodes was a fast road rider, his Omaha friends insisted upon his entering the race, which he was induced to do after a good deal of coaxing. As it was naturally a little backward, but after he got to going once he simply ran away from the rest of the field, and finished in 1:15. He was naturally a little backward, but after he got to going once he simply ran away from the rest of the field, and finished in 1:15. He was naturally a little backward, but after he got to going once he simply ran away from the rest of the field, and finished in 1:15.

THE BIG RACE OF THEM ALL.

All Omaha well remember the greatest bicycle race ever run. They cannot forget that, for it took place in December, 1895, right here in Omaha, at that time the Mecca for the cycle racers of the country. But the event which is referred to was the match race between Harry Edgill and Ned Reading, the soldier phenom, on the old-fashioned ordinary wheels. The race was a six-day, eight-hour affair, and was a side, the state championship and Mr. Rhodes was a fast road rider, his Omaha friends insisted upon his entering the race, which he was induced to do after a good deal of coaxing. As it was naturally a little backward, but after he got to going once he simply ran away from the rest of the field, and finished in 1:15. He was naturally a little backward, but after he got to going once he simply ran away from the rest of the field, and finished in 1:15.

THE BIG RACE OF THEM ALL.

All Omaha well remember the greatest bicycle race ever run. They cannot forget that, for it took place in December, 1895, right here in Omaha, at that time the Mecca for the cycle racers of the country. But the event which is referred to was the match race between Harry Edgill and Ned Reading, the soldier phenom, on the old-fashioned ordinary wheels. The race was a six-day, eight-hour affair, and was a side, the state championship and Mr. Rhodes was a fast road rider, his Omaha friends insisted upon his entering the race, which he was induced to do after a good deal of coaxing. As it was naturally a little backward, but after he got to going once he simply ran away from the rest of the field, and finished in 1:15. He was naturally a little backward, but after he got to going once he simply ran away from the rest of the field, and finished in 1:15.

championship and Mr. Rhodes was a fast road rider, his Omaha friends insisted upon his entering the race, which he was induced to do after a good deal of coaxing. As it was naturally a little backward, but after he got to going once he simply ran away from the rest of the field, and finished in 1:15. He was naturally a little backward, but after he got to going once he simply ran away from the rest of the field, and finished in 1:15.

On the night of the close of the old Coliseum held not a soul less than 8,000 people. Every seat was occupied, and the promenade held its excited and acrobatic bled. The second regiment band was on hand and struggled hard and manfully to be heard above the din of the insane crowd. Up to a quarter past 12 there was but little excitement, but at this juncture, as the great struggle began to grow nervous and occasional spasms of thunderous applause filled the big building. The two firm riders, however, seemed to imbibe no inspiration from the enthusiastic plaudits. Each man, with a face pale as death, a furtive, eager look in his eyes, kept steadily at work, jogging along as if he were in a motor car. He aimed to get the best of the long, weary day. Twenty minutes after 10 the referee cautioned the racers about the rules governing such contests on the final spur, and immediately the building was metamorphosed into a veritable pandemonium, men, women and boys stood up in their seats, and the excitement was tremendous volume of sound would rattle the roof. The police hurried frantically along their respective patrols, alarmed lest the excited crowd should culminate in some unforeseen disaster. Trainers, backers and handlers were helpless amidst the bedlam of non-inharmonious sound, and the memory of every person so fortunate as to be a looker-on.

Prince and Reading were both wild-eyed and nervous, but at the uproarious signal they bent low over their gliding wheels and one of the most marvelous spurts ever witnessed upon a race course began. Reading was perceptibly rattled, and while he rode like some fabulous bird upon the wing, his gait was wobbly and uncertain. Prince, on the other hand, was steady as a plumb line and on the upper turn of next to the last lap was neck and neck with the almost frenzied form which was now clearing the air in the lead.

The noise that here burst upon the festaling throng was something actually frightful. The official timekeeper, A. B. Hudson, and the referee stood on chairs at the opposite ends of the race course, and as the second lap was rolled off the excitement knew no bounds. Down the home stretch came the riders, Prince an eyelash ahead of Reading, and both flying nerve, sinew and fiber until it looked as if they must be dashed to pieces against the further wall. Reading was slowly but surely gaining upon Prince, and when they shot over the line, by a mighty effort, in which he fairly seemed to make his final dash, he had gained to get three or four inches the best of it.

A scene of wild confusion followed, such a scene as probably never and other car's deathlike grasp on the handles of his machine and fell into the arms of his vigilant friends in a dead faint. Prince, however, was ready to drop from sheer exhaustion and both men had to be carried to their tents. The awarding of the superb diamond medal to the victor occupied but a few moments more of the evening.

RECAPITULATION.

Table with 2 columns: Miles, Laps. Rows include First hour, Second hour, etc.

LEAGUE STATISTICS.

Table with 2 columns: Miles, Laps. Rows include First day, Second day, etc.

GROWTH AND MEMBERSHIP OF THE LEAGUE OF AMERICAN WHEELMEN.

Table with 2 columns: Miles, Laps. Rows include Alabama, Arizona, etc.

ON A HIKE DOWN DOUGLAS STREET.

You can't (written for The Sunday Bee.) You can't get your bearings— You're path of hardened clay— You can prate on board tracks all you please— And talk it night and day— But pleasure's at a discount— And the best of you is gone— You'll take a morning scorch— On a Down Douglas street.

LET HONOR AND PRAISE AND GARLANDS—

Let honor and praise and garlands— Be bestowed upon the great success of the bicycle race ever run. They cannot forget that, for it took place in December, 1895, right here in Omaha, at that time the Mecca for the cycle racers of the country. But the event which is referred to was the match race between Harry Edgill and Ned Reading, the soldier phenom, on the old-fashioned ordinary wheels. The race was a six-day, eight-hour affair, and was a side, the state championship and Mr. Rhodes was a fast road rider, his Omaha friends insisted upon his entering the race, which he was induced to do after a good deal of coaxing. As it was naturally a little backward, but after he got to going once he simply ran away from the rest of the field, and finished in 1:15. He was naturally a little backward, but after he got to going once he simply ran away from the rest of the field, and finished in 1:15.

CYCLING TRADE HISTORY

From Velocipedes in the Sixties to the Safeties of Today.

TRIALS OF THE PIONEER MAKERS

Remarkable Evolution in Design, Weight, Process of Construction and Fittings—How Prices Have Fluctuated.

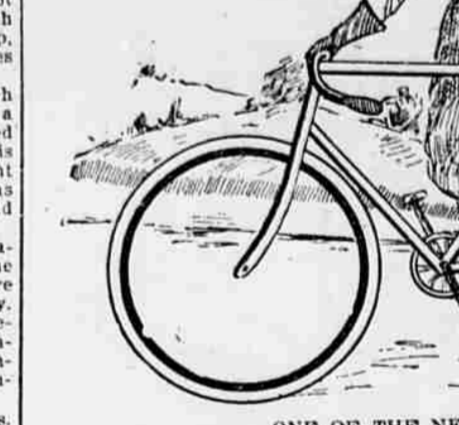
Bicycle history is a small volume. It is not old enough to accumulate dust, nor is any of the data obscured by the mists of time. Its beginnings in the United States are within the memory of men of middle age, and comparatively few of the votaries of the wheel can be classed as veterans. Owing to our lack of good roads, methods of manumotive propulsion were not thoroughly investigated in the early history of our country, but in Europe, notably in France, Germany and England, were the first steps taken toward relieving man from his abject slavery to the horse as a means of transit. The "dandy horse" and the "velocipede" are familiar to all who have investigated the subject.

Later on, at the close of our civil war, there appeared in France and England the type of vehicle known as the "velocipede." The name of the inventor, a Frenchman named Pierre Lallement, who took out a fundamental patent on the crank movement as applied to the velocipede then in use, is 1865, and Hulton brothers, actors and ac-

THE PNEUMATIC TIRE.

In 1887 John Dunlop, a veterinary surgeon of Belfast, Ireland, invented the pneumatic tire. The cushion tire was rapidly coming to the front in the ordinary shapes rarely used in the "velocipede" of the early days. The term "safety" applied to the modern bicycle.

ONE OF THE NEW BICYCLE GIRLS.



ONE OF THE NEW BICYCLE GIRLS.

It was as celebrated as the pneumatic tire in 1887. In 1889 the first English bicycle having pneumatic tires on wheels was introduced into this country. The Dunlop pneumatic tire was pronounced a failure. The Dunlop company sold its American rights to A. Featherston & Co. Chicago, who turned the product into a success. The result was an amount of costly litigation between the Dunlop and Featherston companies, the result of which was the making of an improved pneumatic tire.

In the fall of 1891, at the Stanley show in England, the inventor of the pneumatic tire, John Dunlop, exhibited a bicycle made with straight tubes. In 1892 a bicycle of this pattern was exhibited at the Philadelphia Centennial, and it created quite a sensation. Many of the English and American makers up to this time had conceived the most fantastic shapes rarely seen in the world. Today all the makers of the world have settled down to the type of the straight tube, and the Dunlop pneumatic tire, of course, the modifications and details, such as building them lighter and with larger diameter of tubing, as well as in assorted sizes of frames.

In 1891 the long wheel base had set in and the makers were tumbling over each other in their efforts to produce long wheel bases. At that time a reaction has come and wheel bases now run from forty-two to ninety-four inches.

In 1891 the long wheel base had set in and the makers were tumbling over each other in their efforts to produce long wheel bases. At that time a reaction has come and wheel bases now run from forty-two to ninety-four inches.

CORNERING THE PATENTS.

Colonel Pope, with an eye to the future, bought up all the old velocipede patents, a gradual process of reduction they average today about twenty-two pounds. Every maker in this country uses wood rims today. In 1880 the first metal rim was introduced, and the makers were still valuable. Pierre Lallement's crank patent was at that time owned by the firm of Richardson, McKee & Co., makers of baby carriages and children's velocipedes in Boston and New York. It was sold to Colonel Pope for the sum of \$300 and shopright "to make children's bicycles, the diameter of the front wheel not to exceed forty-two inches, and one Standard Columbia bicycle." Shortly afterward the firm of Richardson, McKee & Co., dissolved, and the New York end of the business was taken up by a new corporation under the style of McKee & Harrington. They decided to manufacture the modern bicycle, and to that end bought out the plant of a poor, but skilled mechanic, Robert J. Hodgson, who was then building a bicycle called the Union at Newton Upper Falls, Mass.

Richardson, McKee & Harrington had been collecting \$10 royalty from every bicycle imported into this country, and from every bicycle made here. McKee & Harrington refused to pay this royalty, and soon found their entire plant and product tied up with a permanent injunction restraining them from using these patents. They lost in the

THE FREAK—HE WILL BE THERE.



THE FREAK—HE WILL BE THERE.