THE OMAHA DAILY BEE: SUNDAY, FEBRUARY 27, 1897.



BICYCLE to lose their positions means to lose the much prized wheels. While the boys buy their own wheels, they Wheel Becomes a Feature of the Messenger Service. Wheel Becomes a Feature of the Messenger Service. Wheel Becomes a Feature of the Messenger Service. While the boys buy their own wheels, they have had their wages increased in a propor-tion that fully makes up the extra expense. Under the old system the boys received from \$12 to \$15 per month, but now they get \$18 and extras. The extras mainly consist in the charge for street car fare which now goes to the boys instead of to the street railway company. This often amounts to \$3 or \$4 a month, so the boys are really bet-ter paid than before.

er paid than before

THEY ARE RACERS, TOO.

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

UTILITY OF THE

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 noise less wheel. The boy who loitered indolently 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 snugly located in a sheltered stairway perusing a dog-cared copy of the "Boy's Own," nor does the first sunshine disclose him playing marbles in an alley to which the observation of the manager is not likely to penetrate. He has dropped into the list of has-beens and his place is taken by another who is alert, businesslike and industrious.

The new boy never loiters. He rides his variety stage. wheel at a pace that discounts the motor trains, dives between pedestrians and suctrains, dives between pedestrians and suc-cessfully runs the gauntlet of the most in-extricable tangle of vehicles. Nothing short of an old-fashioned blizzard stops him. He rides through snow and slush and through the pelting rain as diligently as though he

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 bleycle tournament in Nebraska track, which was located in the old Athletic park on North Sherman avenue. The majority of the races were won by John G. Hitchcock, 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

crafts 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, therefore 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

FOR FUN AND BUSINESS. Professional bicycle racing was 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. The Western Union force has turned out Since then, until the present date, the spor

some of the best young riders in Nebraska. One of them is Harry Edghill, who won the has rapidly gained in popularity. Racing men have sprung up all over the country and race meets have been held by the thousix-day race at the Collseum a year or two ago. Edghill also knocked a big chunk from the state record for an unpaced half sand. Racing men ceased to participate in the sport for glory, and the result was the This will be the state is the state of the state of the state is an indicate the state of the st makers' amateur, who was paid to ride and advertise some certain make of bicycle, then the League of American Wheelmen racing board improvised "Class B," or what might be more propnto really clever riders. The wheel was not adopted by the Ameritook but two short years for the public can District Telegraph company until a year ago last spring or nearly two years after it was used by the Western Union. But the results have been no less satisfactory.

the of this and it began elamoring for out-and-out professionalism, which the League of American Wheelmen, a body that has nursed and controlled cycle racing since its infancy, promptly decided to give in by and the force already includes a number o crackerjacks in fast and trick riding. Man declaring that there would be but two ager Ryner says that the service is im-proved in every respect since the bicycles were introduced. It requires the use of classes, viz., amateur and professional, after March 1, 1896. The result was marvelous Immediately racing men began to multiply rapidly and the majority of the best ones being in the business for livelihood, joined were introduced. It requires the use of fewer boys and much better time is made. The corps now consists of twenty-five boys, while thirty-five or forty were formerly re-quired. The boys bought cheap wheels at the professional ranks. Race meet promoters offered fat cash prizes and the races confirst, but these have been discarded and the force is now fully equipped with those of a tained double the number of entries that they formerly did. Thus the increased numhigh grade. The wages of the boys have been materially increased. Previously they ber of riders made competition hotter and were paid \$12 to \$15 per month, but now the scale runs up to \$18 and \$22. Manager

interest greater. The number of racing men in Nebraska has almost doubled within the last year and where there were but one or two profes-Ryner claims in George Phillips the best trick rider in the state, and a number of the other boys are capable of giving an exsionals a few years ago, there are at least But going back to the original subject, th

hibition as good as is usually seen on the second meet held in the state occurred at the same place and under the same auspices as The bicycle corps of the Postal Telegraph the first. This time, however, it was a two day affair and the dates upon which it oc-curred were October 9 and 10, 1885. It was at this meet that the young and unsophisti-cated bicyclers of the state had their first experience with a "rigger." He came from Toronto, Can., and salled under the name

championship and Mr. Rhodes was a fast road rider, his Omaha frienda insisted upon his entering the race, which he was induced to do after a good deni of coaxing. Never having ridden a race bolore he was naturally a little backward, but after he got to going once he simply ran away from the rest of the field, and won in 1:41. It was certainly a surprise to his friends, as well as to himself, and, as a gward for his wonderful performance he now bears the

for 1889, and wears a handsome \$50 gold medal. The next state meet was held in Omaha at the old fair grounds on September 29, 1890, under the auspices of the Omaha Wheel club. The safety championships were won by Bert Porterfield, while the two mile ordinary state championship was won he club. The safety championship was won he ordinary state championship was won by Louis Flescher; the one and five-mile ordinary championships by C. K. Denman,

a half-dozen amateur events upon the card, It was beid upon the club's quarter-mile track which was located in the old Athletic all of Omaha.

Mockett of Lincoln won the two-mile ordinary state championship in 7:09, and Holton of Omaha took the one-fourth mile ordinary and one and two-mile safety championships in 4:3 2-5, 3:40 1-5 and 7:11 respectively.
 During the winter of 18S9 and spring of 1859 Lincoln had its first experience with bicycle races, when Manager Billie Mardis took a train of Omaha amateurs down to the Capital City and put on a six-day race in Bohanan's hall. The track was about termendous volume of sound would raise the Tool, The y WHIPSAWED MARDIS.
 Of course Mardis was looking after the termendous sound, and the termendous sound source to start in the race.

the increased knowledge of training, the time for a mile, as well as for other dis-tances on the bicycle, has been reduced until it is far below that of anything traveling upon land or water, with the exception of Saturday night when the Omaha contingent began to cut out a warm pace he quietly dropped in after the bunch and there he dropped in after the bunch and there he stayed. It was impossible for the boys to gain on him and he won the race easily. But the Omaha crowd came home with a pocketful of money, which was saive for the wounded feeling caused by their igno-

throng was something actually frightful. The official timekeeper, A. B. Hudson, and the referee stood on chairs at the opposite 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. EXAMPLE 1 In the would be the format of the second of the second

ends of the tape line and as the final seconds were rolled off the excitement knew no bounds. Down the home stretch came the track, as it was called, his friends thought him a world-beater. It was not long, how-ever, until other men could not be induced to race on the "wash-dish," and the track was torn down. A few races were held at the State Fair grounds in the fall of 1891. after which time interest in the sport at Lincoln began to die out. On July 4, 1892, the fourth annual meet of On July 4, 1892, the fourth annual meet of

Prince managed to get three or four inches he Nebraska division was held at Hastings. the best of it. A scene of wild confusion followed, such a scene as probably never took place upon a race track before or since. Prince relaxed his deathlike grasp on the handles of his machine and fell into the arms of his vigilant trainers in a dead faint. Reading, too, was A road race from Juniata to Hastings, a distance of six miles, was run in the morn-ing, and was won by Jack Kastman of Omaha. The one-mile ordinary championship was won by Mockett of Lincoln by default. The one and two-mile safety state cham-pionships were also won by Mockett of Linready to drop from sheer exhaustion and both men had to be carried to their tents. coln in 2:49% and 6:10%, respectively. All of the open safety races, five in number, were won by Billy Schnell of Omaha. Mockett rode in nothing but the championship and The awarding of the race and the presenta tion of a superb diamond medal to the victor occupied but a few moments more of course won these easy. and the great event passed into history. Possibly the score of the evening, with a re-capitulation for the six days, will be in-

INCREASED INTEREST IN RACING. During 1892 there were a number of other ace meets of less prominence held through-out the state, and people who had before

out the state, and people who had before looked upon the sport are being rather tame became interested in it, and when the racing season of 1893 rolled around the sport had double the number of followers that it had the year previous. The state meet was held at Lincoln in that year, on Jaly 4, under the auspices of the Capital 'City Cycling club. Lincoln riders had won the state champion-First hour..... Fourth Fifth Sixth Seventh Eighth

auspices of the Capital City Cycling club. I incoln riders had won the state champion-chips in 1892 and Omaha riders had been left out almost entirely, therefore they set to work early in the spring of 1893 and trained hard for the state meet with the intention of redeeming themselves, which they did nicely, Russell Condon of Omaha won the one-mile championship in 2:54? Pixley of Omaha the one-quarter mile championship in 39.3-5, and Holton of Omaha the two-mile champion-ship in 5:58.2-5, and thus swept the platter clean and left Lincoln without a win to its First day. clean and left Lincoln without a win to its credit, save the boys' race, in which Omaha did not have a representative. A number of other meets were held in the state during

CYCLING From Velocipades in the Sixties to the

TRIALS Remarkable Evolution in Designs,

Weights, Process of Construction and Fittings_How Prices Have Fluctuated. not old enough to accumulate dust, nor is any of the data obscured by the mists of

OF

TRADE

Safeties of Today.

THE PIONEER

HISTORY

MAKERS

Peared in this country a Frenchman named Pierre Lallement, who took out a funda-mental patent on the crank movement as applied to the velocipede then in use in 1866, and Hanlon brothers, actors and acro-



ONE OF THE NEW BICYCLE GIRLS.

Not long after that velocipedes were made by Calvin Witty, Demarest, and other car-riage builders in this country, and schools for instruction were opened in vacant halls in all the big cities of the country. APPEARANCE OF THE VELOCIPEDE. Of the velocipede of this time the frame and forks were of hand-made steel forgings. The meals were of word with flat iron Miles, Laps,

bate, and who are still on the stage, appeared in the Union Square theater and did what was then considered some marvelous trick work on the wooden velocipede. I was a great desire to be able to ride one of those "crazy velocipedes." Not long after that velocipedes were made by Calvin Witty, Demarcst, and other car-The result was an amount of costly litigation with the Dunlop people, but from it all resulted the making of an improved pneus

for instruction were opened in vacant watched in vacant in the big cities of the country.
a PPEARANCE OF THE VELOCIPEDE.
of the velocipede of this time the frame and forks were of hand-made steel forgings.
g The wheels wers of wcod, with flat iron tires, such as are now used for buggies.
The boom was not a lasting one, notwithstanding the fact that the makers turned their attention to producing them (especially in Eveland) with hollow steel frames, wire
and American makers up to this time had conceived the most fantastic shapes in biscipation.

19

courts, and, to their great surprise, a few courts, and, to their great, surprise, a few years later the self-same evidence they had collected in these patent suits was used by the firm of Gormully & Jeffery, which defeated Colonel Pope in his action against them. Since that time the funda-mental patents have all expired, and, while it is true that hundreds of patents have it is true that bundreds of patents have been taken out relating to the bicycle, the manufacture is really open to any body of capitalists which desire to enter the trade, because the most of these patents refer simply to specialties, and not to the entire bicycle or any fundamental part of it.

SLOW GROWTH.

From 1578 to 1884 the trade, like the sport, grew slowly but steadily. The old style of straight handle bars was discarded for Bicycle history is a small volume. It is not old enough to accumulate dust, nor is one time were on the top wave of popularity one time were on the top wave of popularity any of the data obscured by the mists of in this country, were then fairly ousted by time. Its beginnings in the United States the beautiful specimens of workmanship

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 thor-oughly 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 "draisine" are familiar to all who have in-vestigated the subject. Later on, at the close of our civil war, there appeared in France and England the type of vehicle known as the "velociped." Micheaux of France has been accredited the glory of all that pertains to the velociped. Micheaux of France has been accredited the peared in this country a Frenchman named Pierre Lallement, who took out a funda-mental patent on the crank movement so amplied to the velociped to the form a main fact. Pierre Lallement, who took out a funda-mental patent on the crank movement so amplied to the velociped to the form, and had it not been for Dunj.

of Belfast, Ireland, invented the pneumatic tire. The cushion tire was rapidly coming to the front, and had it not been for Dun-lop's invention the cushion tire would have

occasional spasms of thunderous applause filled the big building. The two grim riders, however, seemed to imbibe no inspiration from these vociferous plaudits. Each man,

Of course Mardis was looking after the good, hard dollars both for himself and his "boys," as he called them, and in order to

and one of the most marvelous spurts ever witnessed upon a race course began. Read-ing was perceptibly rattled, and, while he rode like some fabulous bird upon the wing. his gait was wobbly and uncertain. Prince glided after him like a specter of death and on the upper turn of next to the last lap was neck and neck with the almost frenzied soldier and in another second his ebony-clad form was seen cleaving the air ebony-clad form was seen cleaving the air in the lead. The noise that here burst upon the jostling

the pelting rain as diligently as though he had a personal interest in having the yellow envelope in his belt delivered at the earliest pssible moment. He has developed an ampossible moment. He has developed an am-bition, too, and hopes to be a manager him-self some day. And altogether he is worth two or three of his lazy and loitering pred-ecessor. In the evolution of the messenger boy, the comic papers have lost a valu-able 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.

OMAHA MESSENGER CORPS.

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 is a development of the same principle that is applied by modern educators in the education of young chil-dren. The task that must be learned be-cause it is a task is distasteful to every but the teacher who inculcates the child. same information and makes the lesson a pastime is demanded by modern progress. When the boy was compelled to drudge When the boy was compelled to drudge wearly along the hot pavements to carry messages the work was tiresome and it was natural that they should not take any great 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 uni-

wheel and boy were joined together an as- Boston Advertiser, it seems at least strange

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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:

Manion, Amos Ewell, Arthur Kelly, J. M. Donnermeyer, John Bell, Charles Kelly Lunsford Sawyer, M. J. Donnermeyer, John O'Connell, Thomas Kennedy, F. Johnson, W. Appleton, Lee Wright, Glen Roberts, Ralph Brown, Oscar Bloyer, Frank Edghill, F. Buah, R. T. White, F. Armstrong, M. Shan-non, C. R. Pyburn, Ed Kennedy, Charles Jensen.

American District Telegraph company: American District Telegraph company: F. Gember, W. Peterson, C. Shea, E. Hamlin, T. Church, E. Taylor, M. H. Byrnes, J. Har-rigan, R. Selby, D. Gordon, G. Brown, G. Phillips, E. Lumbeck, J. Cowgar, F. Kirsch-ner, F. Linder, F. C. Bowyer, S. Barker, W. Paulsen, A. Blozier, S. Gainey, E. Delaney, L. Barrett, M. H. Browa, C. Morrison. Postal Telegraph company: Fay Crowland, Ernest Brown, C. Huntley, Claude Bonnell, James Arnoldi, R. Hostord, Roy Fox, A. Bluck.

THE BICYCLE IN WAR.

Its Utility Appreciated in Foreign Armies.

In view of experiments which other na-tions are making t ith reference to the use experience that from the time the of the bicycle in modern warfare, says the

of Harry Patterson, but in fact was nonother than Fred Westbrook, one of the speediest of all the Canadian professionals. He entered most all of the races and lites ally ran the amateurs to death, beating them at every stage of the game, and carried off nearly all of the desirable prizes, as well as a considerable roll of the money the friends of the local heroes put up on th

outside. This woeful experience, together with their monetary losses on the tournaments, made the boys sick of race meets and they gave no more until nearly five years after, when their former experience in this line had been

which

forgotten. PRINCE UPON THE SCENE. It was in the winter of 1886 that the re-oubtable John S. Prince struck Omaha. The

Exposition building which then stood at the corner of Fourteenth street and Capitol avenue was an ideal place to hold indoor bi cycle races. Jack realized this and forth-with had a ten-lap track put down and went to work to get up some races. After a few match races with other professionals, in which Prince came out victorious, he put on a six-day race, eight hours each day. He had imported such swift professionals as Dingley, Schock, Ashinger and others, and, to sing young local amateur by the name of

Bullock to enter the race. Omaha people took to bicycle racing then like a duck takes to water and the result was that the Exposition building was crowded each night of the race. Prince was of course victorious, with Dingley second and Bullock third. Following this came a series of match professional races and a few amateur races, the prominent amateurs at that time being Peabody, Mittauer, Lytle, Blackmore and

Smith. In the spring of 1887 Prince leased the old ball grounds on Twentieth and Miami streets, which is now known as University park, and put in a fine guarter-mile track, which he opened to the public by giving a grand tournament on June 26-27. The professional events had such men as Whittaker, Ashinger, Prince, Knapp, Eck, Bullock and Dingley as starters. Whittaker had an easy thing, winning everything in sight and simply making monkeys of the other riders. In the amateur events such old-timers as Peabody, Wertz, Smith and Dukes of Omaha, and Savage, Sellors and Sailor of Minneapolis were pitted events the peabody more the pitted against each other. Peabody was the winner in these races and easily demonstrated that he was the swiftest amateur in the west. It was at that meet that Willie Pixley rode his first race, which was a one-half-mile match against a kid. Jules Barthell, from St. Louis, who was easily defeated. Several other match races and tournaments were held upon this track, which was used unti

the fall of 1888, when Prince built the Coliseum on North Twentieth street, which is now known as the Knights of Ak-Sar-Ben is now known as the Knights of Ak-Sar-Ben Castle. In this place some races were held that will go down into history as famous events. The first race of importance was a six-day, eight-hour-per-day affair, in which Knapp, Reading, Ashinger, Morgan, Dingley, Armaindo and Eck participated. This was the race in which Ned Reading, the soldier bicyclist, made his debut as an unknown. The race draw immense crowds and as The race drew immense crowds, and, as Reading was making a hard fight for first place and being a local rider the interest was naturally very great. After a spirited contest Knapp won, covering 711 4-10 miles; Reading second, 710 8-10; Ashinger third,

684 2-10 PODE AT PLUM CREEK.

In France, especially, the bicycle is re-garded with greater attention by the army authorities, and has already appeared in military reviews. Experiments have been made in France with a military bicycle, and during a recent exhibition a zouave rode up at the rate of about twelve miles an hour, went through his part in a sham bat-tle, then folded up his machine compactly 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. In 1889 the first tournament ever held in the state outside of Omaha took place at

Plum Creek, or what is now called Lexing-ton. It was held under the auspices of the Lexington Wheel club, and was the first division meet ever held in the state. The first Nebraska League of American Wheel-

hat year, of which perhaps the one under the auspices of the Tourist wheelmen at Omaha on July 22 was the most important. The winners at this mest were: Holto Congdon, Proulx, Pixley and W. M. Barnun Holton In 1894 the first meet was held at Omaha on June 30, under the auspices of M. O. Daxon, and the races were won by Condon.

Barnett and Pixley. The state meet took place at the bustling ittle town of Kearney on July 4 and 5 of that year. The championships were won by Barnett of Lincoln, and Frederickson of Fremont, while the other events went to erwing, McGuire and Bowles of Denver.

This was the first season that "Class B" somi-professionalism was tried. Some good meeta were held later in the year at Wayne, Fremont, Plattsmouth, Superior, North Platte and other small towns throughout the state.

HERE EDGHILL STARTED.

The season of 1895 opened up early, and from a racing standpoint was far ahead of all previous ones. The first important event all previous ones. The first important event of the year was the Decoration day road race, held in this city under the auspices of the Associated Cycling clubs, on May 30. First prize was won by F. E. Edwood, a soldier from Fort Omaha, who had four minutes handicap. The time prize was won by "Happy" Holloway of Plattsmouth, who covered the ten miles in thirty-two minutes and thirteen seconds. Lincoln held a big meet on this day at which Teasier of Sutton

meet on this day at which reaster of Sutton won the majority of the events. Following this came the six-day amateur race, held in the Coliseum at Omaha. This was the race in which Harry Edghill, the messenger boy. did his wonderful riding, winning the race easily by nearly half a mile. Following this race came the sixth annual meet of the Nobraska Division League of American Wheelmen, which was again held at Kearney

 New Hampshire
 267

 New Jersey
 2494

 New Jersey
 23

 New Mexico
 23

 New York
 10,360

 North California
 960

 North California
 29

 North Carolina
 23

 North Carolina
 23

 North Dakota
 1874

 Oklahoma
 55

 Oregon
 8

 Penneylvania
 4.531

 South Carolina
 19

 Tennasee
 104

 Yermont
 63

 Virginia
 157

 Washington
 35

 Wisconsin
 1,117

 Wyoming
 35

 Chaida
 10

 Foreign
 15
 wheelmen, which was again held at Kearney on July 4 and 5. In "Class A." Gadke, Omaha, won the one-mile state championship in 2:20 1-5; Pixley of Omaha, the half-mile and two-mile state championships in 1:06 and 4:56 1-5, while in "Class B" Frank Rigby of Toledo, O., won everything in sight. Other grood meets were held during the super-Rigby of Toledo, O., won everything in sight. Other good meets were held during the year at Lincoln, Grand Island, Blair, York, Geneva, Sutton, Humboldt, Fairfield, Mead, Ashland, Elkhora, Plattsmouth, Wayne and many other smaller towns. The different meets of the past season are too fresh in the minds of wheeling enthusiasts to merit a rayless of them. The state meet held at a review of them. The state meet, held at Lincoln on July 3 and 4, was, from a racing Lincoln on July 3 and 4, was, from a racing standpoint, one of the most successful divison meets ever held in the state, but financially it was a failure. The amateur champion-ships of the state were all won by Gadke of Omaha, while Mockett of Lincoln won the half mile professional and Birlay of Omaha half mile professional and Pixley of Omaha the one-mile professional in championships. Among the riders who have been prominent

Among the riders who have been prominent in Nebraska racing circles within the past fifteen years are the following: Hitchcock, Blackmore, Jolliffe, Miner, Peabody, Mittauer, Francisco, Lytle, Wertz, Builock, Beard, Flescher, Kastman, Tagger, Pixley, Reading, Search, Walker, Rhodes, Schnell, Smith Dukes, Prince, Schill, Weldron Reading, Search, Walker, Rhodes, Schnen, Smith, Dukes, Prince, Schill, Waldron, Denman, Porterfield, Dickey, Clark, Condon, Barnum, Cully, Holton, Potter, Toozer, Proulx, Edghill, Brewer, Siefken, Cox, Sanchea, Burdick, Muentefering, Shrader, Gadke, Edwood, "Plugger" Billie Martin and McCall of Omaha; Mockett, Schader Sullivan, Alloway, VanHorn, Clark, Griffith, Bailey, Yule, McBride and Barnett, Lincoln; Hayman and Nelson, Grand Island; Tom and Sam Patterson, Parmales and Holloway,

Plattamouth; Carter, Blair, Sabine, Beatrice Tessier, Sutton; Collins, Kearney; Bowles, McCook; McGreer and Gocke, York, and many others too numerous to mention.

THE BIG RACE OF THEM ALL

The Six-Day Flight of Jack Prince and Soldier Reading.

All Omahans well remember the greatest bicycle race ever ran. They cannot forget that, for it took place in December, 1889, 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 the redoubtable Jack Prince and Ned Reading, the soldier phenom, on the old-fashioned ordinary wheels. The race was a six-day, eight-bour a day affair for \$100 a side, the gate

Growth and Membership of the League of American Wheelmen.

teresting to racing men by way of com-parison with their work today on the im-

RECAPITULATION.

LEAGUE STATISTICS.

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Miles, Laps

13

... 116

proved safety. They follow:

ourth

Total

Second

At the national assembly of the League of American Wreelmen Secretary Abbott Bassett presented a table showing the member ship on February 1, 1896, and that of February 1, 1897. In previous years he gave the comparative standing of the first ten divisions in the standing of the first ten divisions in the past and present This year he has gone to the trouble record the standing of every division the two years. The figures at the left, Baylis, Thomas & Co., Coventry, England. It had the regulation suspension wire

the table below, give first, the numerical standing for 1896, and second, that for 1897 wheels, hollow backbone, solid front and rear forks, and open head, and, in fact, was glance at the table will show the advance the model from which Colonel Albert A. Pope afterward, in 1878, copied his first Standard Columbia. The firm of Baylis, or retrogression of each and every division Standard Columbia. The firm of Baylis, Thomas & Co. is still engaged in the trade in England, and they may be justly con-1896. 189 Alabama Arizona Arkansas Colorado Connecticut De'aware District of Columbia Georria Florida Idaho Illinois Indiana Iowa Kansas Kentucky Louistana Alabama

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sidered one of the pioneers of the sport. Some Boston importing house about that time-1877-imported a few English bicycles. 1,489 In 1878 the Standard Columbia marketed by Colonel Albert A. Pope. was made at Weed's Sewing Machine works in Hartford, Conn. And this action can be regarded as a forerunner of the immense 3.221,001.41265 750 465 490 14 466 68) number of sewing machine companies that have since entered into the trade. Since that time the entire Weed Sewing Machine Company plant has been absorbed by the Louistana Maine Maryland Massachusetts Pope Manufacturing company. $1.292 \\ 9,649 \\ 1,110 \\ 446$ 6,011 697 251 77 CORNERING THE PATENTS. Michigan Minnesota Mississiopi 2,121 dirsouri Montana Vebraska

Colonel Pope, with an eye to the future, bought up all the old velocipede patents. The bulk of these patents had been issued during the years 1866 to 1868, and, as they had seventeen years to run from that time they 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

20,776 velocipedes in Boston and New York. They sold this patent to Colonel Pope for the sum of \$300 and shopright "to make children's bicycles, the diameter of the from make 2,18 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. 428 509 126 109 They decided to manufacture the modern bicycle, and to that end bought out the 1.65

their attention to producing them (especially in England) with hollow steel frames, wire suppension wheels, and solid rubber tires, so that by the year 1872 the use of the wooden velocipeds in this country was practically extinct. In 1876 there was exhibited at the Cene In 1876 there was exhibited at the Cen-tennial exposition a model of the type of bicycle known to this day as the "good old ordinary." It was exhibited by the firm of Baylis. Thomas & Co., Coventry England

in their efforts to produce long wheel bases. Since that time a reaction has come and wheel bases now run from forty-two and one

half to forty-five inches. The elliptical sprocket in 1891 and 1893 was a great tople of discussion among the mechanics in the trade. It was finally adopted by the Pope Manufacturing company and it abandoned it after one year's use. The early chain adjustments were usually made at the crank hanger bracket, an expensive and clumsy method. At present all the makers use the rear fork chain adjustwas ment. Some of the early catalogues describe their handle bars as being thirty-six inches in length. Now the average bar is from ighteen to twenty inches in length. Some of the carly safeties had treads varying from eight to ten inches. Today the average tread is five inches or perhaps a little less.

REDUCTION OF WEIGHT.

As regards weight, the first safeties built in this country averaged about sixty pounds, By a gradual process of reduction they average today about twenty-two pounds. Every maker in this country uses wood rims today. In 1891 but one or two makers had the

In 1891 but one or two makers had the temerity to use them. One of the great sieps in promoting the popularity of the bicycle was the invention by Owens of Washington of the lady's bi-cycle, in 1878. Heretofore the bicycle had been regarded by the female portion of the community as casentially a selfish sport for men and no invention in this or any other seconds when for evelope as country has done so much for cycling as the invention of the drop-frame cycle for women.

Repeated efforts have been made to obtain Repeated enorts have been made to obtain something to supersede the chain as the medium for transferring the power. A num-ber of attempts have been made in this country to introduce wheels having beveled bleycle, and to that end bought out the plant of a poor, but skilled mechanic, Robert J. Hodgson, who was then building a tread and their liability to get out of order.

J. Hodgson, who was then building a bicycle called the Union at Newton Upper Falls, Mass. N. anwhile Colonel Pope had been collect-ing \$10 royalty from every bicycle im-ported 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

"We have gained 34,419 members over our record of a year ago-a gain of 87 per cent,' said Mr. Bassett, "This exceeds all pre-ON A BIKE DOWN DOUGLAS STREET (Written for The Sunday Bee.)

You can talk about your boulevards-Your paths of hardened clay-You can prate on board tracks all you You can prace wish-wish-And talk it night and day-But pleasure's at a discount-But pleasure's at a discount-And ere that joy you meet-You'll take a morning scorch-You'll take a morning scorch-On a blke, Down Douglas street.

Foreign Indian Territory

vious records."

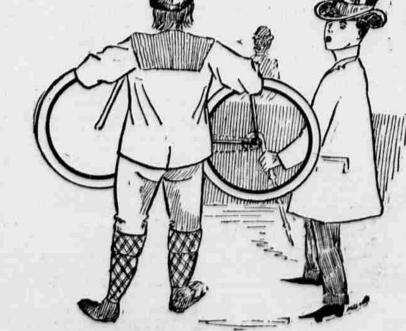
You can honor Tommy Cooper-With garlands and praises galore-You can talk about Johnny Johnson-And racers a hundred or more-But honor is decked in its glory-From head to its very feet-From head to its very feet-When you take a morning scorch-On a bike, Down Douglas street.

Let honors, and praises and garlands— For the "Transmississippi" be spread— From the land of the stars and the stripes— Let noihing but "honor" be said— And in the midst of her glory— In attaining her wonderful feat, Let's all take a morning scorch, On a blke, Down Douglas street. J. CLEVE SCOTT. Central City, Neb.

Central City, Neb.

Light on the Subject. Judge: Miss Fosdick-My bleycle lamp i

always going out. Mr. Dooley-Well, a bicycle lamp that always stayed at home would not be of



THE FREAK-HE WILL BE THERE.

tonishing amount of industry was developed.

and rode off.

Bluck.

tonishing amount of industry was developed. There are three regularly organized corps of bicycle messengers in Omaha. Both Man-ager Umsted of the Western Union and Manager Fuller of the Postal Telegraph companies claim the honor of being the first to introduce the innovation, but leaving them to settle their difference of opinion with settle their differences of opinion with axes or such other weapons as may be avail-able, it is certain that Omaha was one of the first cities in the United States to have a The full force of n.essenger boys on wheels. The only other competitor was Syracuse, N. Y., and as the wheel was introduced in each city without knowledge of the other and at about the same time, honors are fairly even. The results of the system have been so satinfactory that it has now been introduced in nearly every city in the United States. Soon after the experiment had been tried at the local office of the Western Union, the vice local once of the western Union, the vice president of the company had photographs of the force sent to every manager in the west with instructions to follow Manager Umsted's example as soon as possible. Manager Umsted says that the wheel was

west with instructions to follow Manager Umsted's example as soon as possible. Manager Umsted says that the wheel was a 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 com-pany ride high grade wheels are bought other reason, because the wheels are bought on the installment plan and they fear that / of bicycle regiments in the national guard. Manager Unsted says that the wheel was a 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 com-pany ride high grade wheels, and they are zealous in performing their work, if for no other reason because the wheels are boucht (

