

Bicycles in Plainview

**-an early history
gathered from the
"Plainview News"**

Compiled by Ron Manzow

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-an early history

Gathered from the "Plainview News"

June 26, 1880- The bicycle mania is being felt at Rochester.

July 1, 1881- Geo. Landon is getting his two wheeled vehicle under pretty good control.

June 20, 1885- Dr. Cobb and Frank Sylvester rode to Dover on bicycles Wednesday.

Plainview now has 6 bicyclists, and several still contemplate joining the denomination.

July 11- 1885- Plainview Bicycle Club composed of Dr. S.G. Cobb, Lee Meachum, Frank Sylvester, Ed. H. Marshall, and Lon and Miller Bolton.

July 25, 1885- Dr. S.G. Cobb and Frank Sylvester rode to Rochester on their bicycles Tuesday.

September 5, 1885- Frank Sylvester rode to Mondovi, Wisconsin about 50 miles from here, on his bicycle last week, returning home Wednesday.

June 5, 1886- Geo. Haber, night operator at the depot, while coasting down Zumbro Street Rochester on a bicycle Friday night, lost control of his machinery and finally took a tremendous header, breaking several bones in his left hand and cutting his face badly.

July 31, 1886- Five wheelmen from St. Charles and Dover on their way to Plainview with their bicycles last Sunday met the heavy rainstorm about two miles south of town and were elected to walk in.

July 25, 1891- Mr. Fred Gibbs (nephew of Dr. Tefft), of Minneapolis, arrived in Plainview one day this week having rode all the way on his bicycle averaging 8 mph. Fred is visiting among his relatives.

June 11, 1892- Miss Nellie Sylvester has a new Safety bicycle and rides it nicely.

April 7, 1894- About Bicycles

It begins to look as if Plainview is to have quite a number of bicycles this year. Plainview is already supporting at least a half dozen agents, who are getting in their sample wheels, while the prospective buyers are looking around for a wheel that

strikes their fancy, one favorable point for the purchasers this year, is the most reasonable figure, compared with former years at which wheels are selling. Wheels averaging 30 pounds in weight are available at \$75 to \$100 retail. They are good wheels, backed up by a sensible guarantee and are better than some sold last summer for \$115. The reduction in price will undoubtedly increase the sale. Plenty of men are there who could not afford to invest more than \$75 in a wheel, but who have longed for one these many years.

Formerly a \$75 wheel was not worth 75 cents. The changes in the value are astonishing. Any well posted bicycleman will admit that a \$75 wheel of 1894 is worth twice as much as the \$135 wheel of 1890, in point of construction and material. In point of comfort there is no comparison. The reductions from 1893 prices are large. A certain manufacturer listed his 1893 machines at \$125. The same make for 1894, a better wheel lists at \$85. This is a fair sample of the changes that have occurred. The opening of the season of 1894 therefore finds the bicycle business upon a less fancy basis than ever before, a condition that can have but one result, a large increase in the number of riders.

19. Wheels LADIES No. 4 36" \$75 MEN'S No. 1 36" \$75		26. In. Wheels LADIES No. 5 32" \$50 MEN'S No. 2 27" \$50
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Crescents are Strictly High Grade, Warranted for one Year.

NOW IS THE TIME TO BUY

Honest Wheels at Honest Prices.

For full information enquire of—
E. A. CARPENTER,
Agent for the Crescent and other High Grade Wheels.

April 7, 1894

The Otto Gasoline Engine
 —Is the best power to run—

Threshing Machines, We can furnish you
 Cream Separators, with station or portable
 Printing Presses, or portable
 Feed Mills, from 2 1/2 to 50
 Elevators, Horse
 Pumps, 1/2 to 50
 Etc.

Call and see us or write for terms.

DICKERMAN BROS., PLAINVIEW

Agents for High and Low Grade **BICYCLES**
 Manufacturers of—

The Farmers Friend
 a combined Hay and Live Stock Rack. Also of
THE FOLDING CLOTHES RAIL, The best real ever made.

April 14, 1894

From an advertisement-

28 inch wheels

Ladies #4 30 pounds \$75

Mens #1 30 Pound \$75

26 inch wheels

Ladies # 5 32 pound \$50

Mens # 2 37 pound \$50

E.A. Carpenter agent for the Crescent and other high grade wheels

April 28, 1894

E. A. Carpenter reports a very successful trade in bicycles, especially the Lindsay Road Racer.

Quite a number of bicycle riders started for Elgin Thursday evening after supper to return on the train. E. A. Carpenter made the run in 30 minutes and was the only successful one to make the trip. (NOTE: The road between Plainview and Elgin at that time ran south to "Schads Corner" and then west into Elgin.)

As a warning to riders of bicycles we might suggest there has been more or less complaining by some who do not process a wheel, about riding on the sidewalks. Slow riding in our main walk does not necessarily hinder foot passengers but when it comes to speeding, there is danger especially as the rider approaches a corner. If our riders should take a little pains not to make a fast time on our main streets it might prevent an ordinance prohibiting street riding altogether.

For bicycle sundries call on E. A. Carpenter who now has a full line including Morgon and Wrights pneumatic tires, bicycle clothing, lamps, lock and chains, bells, etc. He is also prepared to repair pneumatic tires on a short notice.

May 5, 1894- A number of new wheels have been received in town of late. Plainview now possesses 20 or 30 wheels and there are as many more talking of purchasing during the summer.

May 26, 1894- The roads are in fine condition, much to the satisfaction of the bicyclist.

June 2, 1894- E. A. Carpenter has added another line of bicycles to his list. The Elliptic and Devore Special. In this line of 35 models he is enabled to furnish wheels to those who desire to purchase on the installment plan.

June 9, 1894- The divided skirt for bicycle riding has been introduced in Rochester. The young lady who picked up courage enough to make her first appearance declared that it was just the thing for bicycle riding.

June 16, 1894- Carl Colby wheeled down from Plainview to spend a few days with his friend Roy Andrew. **Chatfield News**

June 23, 1894- A. C. Woodcock desires to inform the bicycle riders that he has the

agency for the Imperial Goods. If you are thinking of investing give him a call.

\$5.00 a week without interest buys a bicycle and at a price less than the same grade wheel is regular sold by others at retail for cash. For full information enquire of E. A. Carpenter

July 14, 1894- For the amusement of the bicycle riders and our citizens, arrangements have been made for a little race for tonight, to take place on Broadway. There will be no entry fee and all riders of the town and immediate vicinity are invited to participate. There has been a small purse raised for the first, second, and third best in two out of three races. With the first prize goes the championship of the town. Time will be called at 7 o'clock PM this Friday night.

July 21, 1894- It has been suggested that the lady bicycle riders be called upon to entertain our citizens some night by giving a short race. If the ladies will consent to ride there will be a prize made up for the winner.

The bicycle race as announced last week came off as advertised. Those who entered for the contest were J. H. Eggers, Guy Marshall, Alex McGee, Carl Colby, E. A. Carpenter, and G. Colby. The race was run four blocks on Broadway and prizes awarded as follows. J. H. Eggers first place \$2.00, Carl Colby second place \$1.25, and Alex McGee third place \$.75. The contest brought out a good crowd and all seemed to enjoy the sport.

One ladies Juno No. 1 safety bike to sell. has run about 3 months. W. Kuhlmann Elgin, Minnesota

August 4, 1894- One of the members of the Buchanan Company rode over from Chatfield on his wheel Wednesday to do a little advertising. He returned in the evening, leaving here about 5 o'clock.

Two lady cyclist, Mrs. Blair, formerly of Dover, and Mrs. Hall, rode from Minneapolis to Winona this week. They made the trip from Minneapolis to Dodge Center on Monday, completing their journey on Tuesday.

September 8, 1894- Geo. Southworth made a quick trip from Northfield to Plainview on his wheel on Monday last. He left Northfield at 6:00 AM and arrived at Plainview at 7:15 PM making 10 1/2 bicycle meter miles within that time. His route was by the way of Faribault, Owatonna, Claremont, Dodge Center, Kasson, Byron, Rochester and Elgin. From the time given above, two hours and forty-four minutes must be deducted from actual running time as stopovers along the route. He rested at Plainview and rode into Wabasha the next morning. George reports the crops in Wabasha County the best, but the roads the worst. He returns to his school at Northfield on Sunday. **Wabasha Herald.**

January 19, 1895- Ed Carpenter (Plainview Bicycle dealer) returned from Chicago Monday well supplied with bicycle literature and pointers on "up to date" wheels.

To the Bicycle Trade

Having spent several days at the Great Cycle Show in Chicago I desire to announce to prospective purchasers that I will soon have in stock the most complete

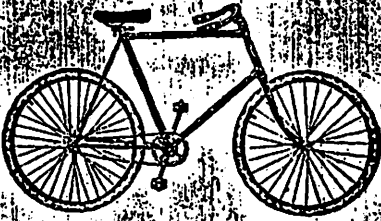
line of the latest improved bicycles ever offered to the trade in this vicinity. Will also be prepared to repair all makes of wheels on a short notice. Call for catalogues of prices.
Ed. Carpenter

February 23, 1895- To Whom it May Concern

Mr. E. A. Carpenter will handle the Columbia Bicycle for Plainview and vicinity for the ensuing year. Having arranged to transfer my agency to him, I wish to announce that he has the most complete and comprehensive line ever offered to the American people. Columbia guarantee behind every wheel sold. There can be nothing more reliable. Prices from \$50 to \$100. Call on Mr. Carpenter for complete catalogues and information.

M.J. Manchester

MODEL NO. 40. **BEST OF ALL!**



Columbia Bicycles.

WEIGHT 21½ lbs.

THE STANDARD FOR ALL.

Have you feasted your eyes upon the beauty and grace of the 1895 Columbias?

Have you tested and compared them with all other makes?

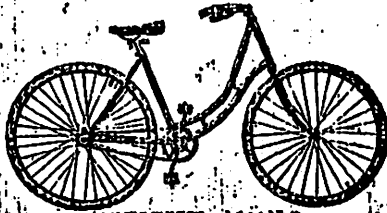
Only by such comparison can you know how fully the **Columbia** justifies its proud title of the **Standard for the World.**

Prices for 1895 from \$50 to \$100.

E. A. CARPENTER agt.

Call for new Catalogue.

MODEL NO. 41.



WEIGHT 21½ lbs.

March 2, 1895- The bicycle season is nearly here and Dickerman Brothers are calling attention to wheels elsewhere in today's issue.

Ed. Carpenter is after the bicycle riders this week. Read his advertisement at top of this column also the article on bicycles, dealers on second page.

BICYCLES!

E. A. Carpenter has a great many inducements to offer his Bicycle customers this year. One of the greatest features is a new combination machine, built in such a way that new beginners will find it very easy to learn to ride after a few lessons with this machine. He has other wheels, 1894 Models, that will be at the service of all purchasers until they are satisfied they can control a new wheel without injury to "said wheel or rider".

In connection with this he will handle a Full Line of Bicycle Sundries, besides a set of tools for repairing and adjusting wheels.

With all these advantages it will certainly pay you to buy of your Local Dealer.

March 2, 1895

SPRING IS COMING AND

BICYCLES

WILL BE THE ORDER OF THE DAY

That is why we want you to call and see us, get our prices on first class wheels and look over our sample wheel. We know it will pay you.

DICKERMAN BROTHERS.

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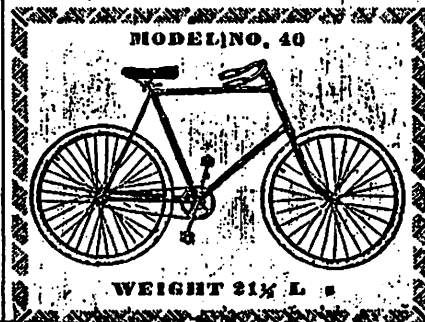
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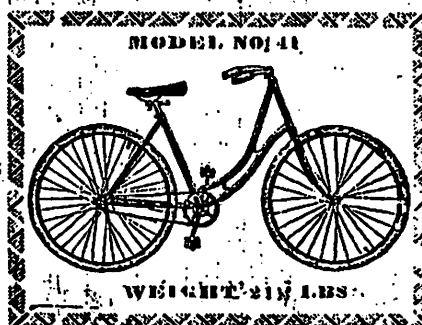
ARE YOU A Wheelman?



Did your crank keys ever get loose?
Did you ever break one?
Ever loose that set nut?
Ever have the shaft get worn so that
the key would not hold properly?
If you have not had these unpleasant
experiences, other wheelmen HAVE—
They are easily avoided—

RIDE A COLUMBIA.

Have you seen the '95 pattern? Note then, this grand feature:—with the new and improved cranks and bearings, crank keys and nuts are dispensed with—three pieces take the place of seven—cranks removable without any change, in the adjustment of the bearings—no loosening of the cranks—no breaking of keys—no lost nuts—no worn out shafts—yet some people say other bicycles are just as good as Columbias—wrong—Columbias are unequalled; unapproached.



Do you want the best? Columbia Catalogue, the most complete and artistic ever issued, now ready.

E. A. Carpenter.

March 16, 1895

March 9, 1895- Are you interested in bicycling? A meeting will be held at G. A. R. Hall Saturday March 16 at 8 PM for the purpose of organizing a local bicycle club, for Plainview and vicinity. Everybody come. Some action will be taken towards establishing a riding school for the benefit of new beginners, who wish to learn to ride before the season opens. Ladies free. Gentlemen will be charged 10 cents admission to defray expenses.

March 30, 1895- Quite a number of our bicyclists were in attendance at the bicycle meeting Monday night and all seemed anxious to organize a club in town. Another meeting will be held later in which steps will be taken for organization.

Bicycles! Bicycles!

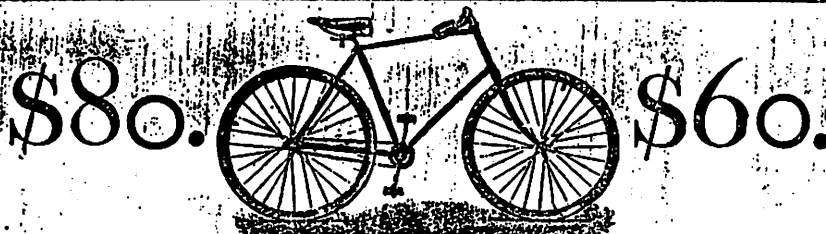
Did You Hear the Drop in Prices?

\$100, 24lb Lindsey Road Racer, \$65.

\$75, 26lb Lindsey Plymoth, - \$50.

Ladies' wheels the same.

Hartford Bicycles.



Elegant in design.

Superior in Workmanship.

Strong and Easy Running.

Hartford are the sort of Bicycles most makers ask \$100 for.

Columbias are superior even to so-called "Specials" for which \$125 or even \$150 is asked.

It is well to be posted on the Bicycle prices.

Now is the time to buy. Catalogue free.

E. A. Carpenter.

March 30, 1895

April 6, 1895- Its a good thing push it along. Standard Cyclometer for bicycles, absolutely guaranteed. Price \$2.00. Austin the Jeweler

April 20, 1895- E. A. Carpenter has just received a full line of bicycle sundries.

April 27, 1895- At the council meeting Monday evening under the head of ordinances Mr. Harrington introduced an ordinance prohibiting bicycle riders from riding on the sidewalk which passed its first reading.

May 4, 1895- Burnham and Eggers have a bicycle announcement in today's paper. They are agents for the Waverly wheel.

May 11, 1895- A good many of our people have wheels. Bicycles of course.

E. A. Carpenter and M.J. Manchester who have been rustling bicycles this spring have already sold eleven wheels and say they could have disposed of more could they have secured them from the factory.

Plainview has been turning in some money to support the bicycle factories the last year or two judging from the number now in town. It is estimated that there are 50 wheels here, which at an average cost of \$80 means \$4,00.

May 18, 1895- Ladies imported Psycho Bicycles in fine condition. Cost \$140. Will sell at a bargain Call at depot and inspect the machine and get price. M.J. Manchester

June 16, 1895- Charley Lambie and Mr. Reese of Minneapolis rode down on their wheels last week arriving here Saturday.

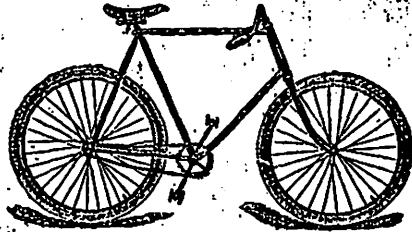
June 22, 1895- A bright and beautiful day dawned on our union picnic in Washburn's Grove last Wednesday. At 11 o'clock AM a large company of young and old but especially young people and children were on the ground and all seemed happy to meet again in our annual picnic. At 12 o'clock the entire company irrespective of age or name sat down in groups here and there, under the shade of trees, for a basket lunch. Immediately after dinner the sports of the day began. The first was a baseball game between the Methodist and Congregational Sunday schools, in which the Methodist were defeated 18 to 32. The next and most exciting of all was a bicycle race between Rev's. Gillis and William. All were interested to see the issue of this contest of speed. But it was soon over and although Mr. Gillis met with an accident and was thrown from his wheel, he soon regained his position and was the first to cross the line. This was followed by a baseball game of young ladies, which aroused much interest though quite fatiguing to those who took part. The game stood 8 to 15. When the sports were over and all repaired to their homes (just in time to escape a threatening storm) much refreshed in spirit by another days outing. A participant.

A.J. Pomeroy who was hurt last week by falling from a bicycle while coming up from Winona, was taken home Saturday by a couple of his brother Woodmens who came after him as soon as they thought he could be moved. He arrived home safely and is reported doing nicely though it will be some time before he will be able to be around.

F. A. BURNHAM,

J. H. EGGERS.

Maverley BICYCLES.



ARE - THE
HIGHEST - OF - ALL - HIGH
GRADES,

WARRANTED SUPERIOR TO ANY BICYCLE BUILT
IN THE WORLD, REGARDLESS OF PRICE.

Built and guaranteed by the Indiana
Bicycle Co., a Million Dollar Corporation,
whose bond is as good as gold. Do not buy
a wheel until you have seen a MAVERLEY.
Catalogue free.

BURNHAM & EGGERS, Exclusive Agents.

ON A COLUMBIA ROADSTER!

At San Jose, Cal., April 19 and 20,
E. C. Bald broke the world's record for

One Mile in competition;

Time: **2.04**

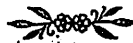
Two Miles in competition,

Time: **4.15**

On a racing Columbia? Not a bit. Racing
machines had not arrived, and Bald rode the
popular

Model 40.

Columbia Single Tube Tires of Course.



That's the sort of machines the new Columbia roadsters are. No wonder it
is almost impossible to supply the demand for these unequalled, unapproachable
bicycles.

"1896 Machines in 1895."

For detailed information and catalogue, call on

E. A. CARPENTER, Ag't,
Plainview, Minn.

May 4, 1895

June 29, 1985

H.S. Longnecker of Quincy met with an accident on Tuesday which caused his death. He was driving home from Dover and when about three miles from town he met a fellow upon a bicycle at which his team took fright and started on the run. They did not go far before the driver was thrown from the vehicle striking against a tree. He was immediately picked up and taken into Geo. Cottrells house, which was nearby, where he expired a few moments later. Mr. Longnecker was about 70 years of age and leaves a wife, four sons, and a daughter to mourn his sudden death.

Ray Burton rode down from Dodge Center on his wheel this week.

Bert O'Connell came over from Plainview Saturday on his wheel and is visiting at the home of E. L. Ford. The continual rain made his stay longer than he intended.

Mazeppa Independent

July 13, 1895- The friends of Mr. A.J. Pomeroy, who was recently injured in a bicycle accident, will be pleased to learn that he has so far recovered that he is now able to be out for a short time daily. **Winona Republican**

July 20, 1895- Cycle Slang

What a lot of slang verbage has grown up out of the bicycle. The youth who talks boastfully and erratically is called down by the apt suggestion of the bicycle young woman with the remark, "Freddie, your lamp is out." The 'road hog' is borrowed from old New England nomenclature, but "scorching" is of the bicycle own lingo and means an undue haste in driving a wheel. The exhausted bicyclist on the road and needing refreshments suggests, "Let's stop here and pump up," referring to the fagged condition of the pneumatic. Bicycles girls are "bloomer" and "here comes my bloomer" is equivalent to here comes my girl. A policeman is "a header" and the cyclometer is "the ticker. "He has lost his tire" is equivalent to "having tacks in your head" or "or being off your trolley" and no doubt there is plenty more of the same. **Lewiston**

Journal

Rules for Bicyclist

A surgeon gives in an English Magazine, some excellent rules for bicycle riding.

1. Never ride within a half an hour of a meal, which means neither before or after.
2. Wheel the machine up any hill the mounting of which on the wheel causes any real effort.
3. See that the clothing around the stomach, neck, and chest is loose.
4. Have the handle bars sufficiently raised to prevent stooping.
5. Be as sparing as possible of taking fluids during a long ride. Rinsing the mouth thoroughly as well as gargling with cold water, will quench the thirst as well as, if not better than, taking fluids into the stomach in large quantities.
6. Except the wind, road, etc. be favorable, never ride more than 10 mph, except for very short distances.
7. Never smoke while riding.

Attention to these points will tend to relieve the pressure on the right side of the heart, breathlessness will be prevented, and even persons with certain forms of heart disease may ride with safety.

The Winona-Herald says that A.J. Pomeroy who was hurt while coming to Plainview on his wheel will be able to resume duties as abstract clerk Northwestern Freight Depot next Monday.

August 10, 1895- One second hand bicycle for sale cheap. E. A. Carpenter.

According to a Chicago paper but few injuries are received in bicycles. Out of 4,000 reports of accidents in Chicago but 431 have been from the cycle.

Be Careful

Bicycle riders should bear in mind that a good many horses especially farm teams, are still unaccustomed to the appearance of bicycles on the public highway, and they should therefore exercise great care in approaching any passing teams. If the team shows any indication of fright, the bicycle rider should always dismount and get out of the road. It is prudent to do this in any event if the team is driven by a lady. The bicycle has an undoubted right to use the public highways but there is no reason why the rider should not observe the rules of the road, especially in passing any vehicles from behind. Horses that have become perfectly accustomed to meeting bicycles may yet be startled by the sudden apparition of a rider who comes up noiselessly from behind and swizzes past on the wrong side. There is no excuse for this sort of thing and riders and driver may be justified in resenting it. Any road is wide enough if it is bounded by courtesy and good will. **Luverne Herald**

Mr. J. E. Domke of Rochester rode over on his wheel Sunday, the guest of Mr. and Mrs. A. Davey. Owing to the heavy rain he was unable to return until Monday.

A party of cyclist composed of Dr. Robinson, J.H. Eggers, E. A. Burnham, E. A. Wedge, C. Christopher, and Carl Colby rode down to Wabasha Sunday morning where they took the train to Lake City returning in the evening. It is said that the summer school at the city on the lake attracted their presence.

August 24, 1895- Try this

The following experiment is recommended to bicyclist who get caught out on the road with a punctured tire and no material on hand to repair it. Remove the inner tube and fill the out tire with sand or hay. Those who have tried it say that a wheel can be ridden many miles this way without injury.

September 14, 1895- Geo. Kellom and Frank Pope had a bicycle collision in front of the Hotel Saturday afternoon in which George met with the misfortune to have one of the small bones in his leg broke and his ankle sprained. He was carried in the Hotel and a physician summoned who dressed the fractured limb. Though quite painful and an injury that will lay him up a few days, it is not serious. He has been out since Monday on crutches.

October 4, 1895- E. A. Carpenter leaves Monday for Minneapolis where he has accepted a position with the Plano Manufacturing Company as traveling collector.

W. Burnham rode in on his wheel from Potsdam Wednesday evening.

January 8, 1896- E. A. Carpenter went to Chicago Tuesday on business and will attend the Cycle Show.

BICYCLES

At Prices to Suit The Times.

We have on hand a full line of '97 Models, both in Ladies and Gents Wheels, at prices from \$15 to \$20 less than last year's prices. Wheels that sold last year for \$35 we sell for \$35.

We also have a few second hand wheels which we will close out at a bargain.

All kinds of repairing done with neatness and dispatch. Full line of sundries always on hand.

DICKERMAN BROS.,

PLAINVIEW, MINNESOTA.

February 20, 1896

March 7, 1896- Have Manchester show you that new Model 40 Columbian bicycle. No guess work in your buying one, standard of the world.

Sample '96 bicycles just received. Call at NEWS Office and see the neatest wheels on the market. Jas. A. Carley

Dickerman Brothers are talking to you on bicycles this week. Read their advertisement and watch their space carefully for the next few months.

I can sell you a wheel to suit your means. Prices \$40, \$60, \$85, and \$100. All warranted highest grade. Jas. A. Carley, agent.

A little late on its arrival but truly welcome. We refer to the Columbian calendar received this week. It's a businessman's friend and is greatly missed when off his desk. Thanks to the Columbia people and may success be theirs in the manufacture of those world famed bicycles.

March 14, 1896- Eggers and Christopher can interest you if you are thinking of buying a bicycle this year. They are handling three good wheels this season. See their advertisement.

Can you buy an 1895 new Columbia? Try it. Demand exceeded supply and from 3 to 5 months behind orders. A little higher price but- no one can buy a Columbia cheaper than you can. It contains the finest materials to be regardless of cost. It needs fewest repairs and is easiest to repair, adjust, and clean. See samples of Model 40 & 41 Columbias and Pattern 2 Hartford at the depot. It is a pleasure to show you their good points.



To Bicycle Friends!

THE Cleveland

In it we have strength, beauty and a strictly first class wheel.

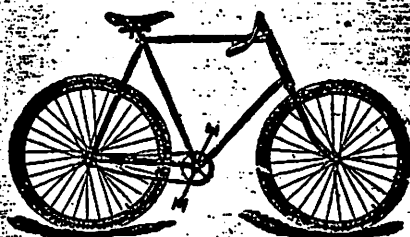
THE Waverley

The highest of all high grades.

THE Imperial

The go lightly kind. Tested and found supreme.

We handle three of the best productions in the bicycle line. Every wheel sold under a double guarantee. Every statement backed by good honest companies. To be an owner of one of these, is to own the best. We invite all intending purchasers to call and inspect our line. A full line of bicycles and bicycle sundries always on hand. Repairing and cleaning promptly attended to. Prices reasonable and work guaranteed.



Do not allow yourself to be induced to buy a low grade bicycle but come and see a line of wheels that will speak for themselves. Catalogues free at our shop.

Eggers & Christopher.

March 14, 1896

March 21, 1896- The bicycle built for two was the attraction on our streets Wednesday. It was the property of M. J. Manchester, who is the only bicycle dealer in town who has a sample tandem in stock.

March 28, 1896- Plainview has enough bicycle riders to organize a cycle club and steps should be taken in this direction. It would give the members an opportunity to secure considerable enjoyment out of it. If proper committees were appointed, no doubt a suitable track could be secured for pleasure riding.

April 4, 1896- Dickerman Brothers are advertising their Patter Bicycle today. See their ad.

The rates offered to the cycle show at Minneapolis next week are on the certificate plan. When buying your ticket ask your agent for a certificate which when stamped at the manager's office of the cycle show will permit you to buy a return ticket for 1/3 fare.

Broken Bicycles!

Are daily coming to the

Novelty Works

for repairs, and by our improved machinery and experienced workmen are made good as new. But if you want a wheel that will save you the expense of repairs get the : : :

LU-MI-NUM :

They are the strongest, lightest and easiest riding wheel made. Call and see our samples and give us your order. If the LUMINUM does not suit you, we have the steel Bicycle in all grades and prices to suit.

We also have a few wheels to rent, and carry a full line of sundries, repairs, etc.

Call and see us before buying elsewhere.

Dickerman Bros.

March 7, 1896

Oh, young Lochinvar came out of the West,
And he rode a PATTE, the wheel that's the best,
And one night he eloped with his very best girl,
And away from her parents

They

went
with

a whirl!



Whenever the staunchness, speed and reliability are required the PATTE is the wheel.
It's a thoroughbred.

DICKERMAN BROS., Agent.

April 4, 1896

April 11, 1896- A few weeks ago the NEWS suggested that a bicycle club should be organized in town, a piece of ground was leased and headquarters established where the riders could congregate and enjoy themselves. We have since learned that arrangements could be made with M. Smith to have the old race track again put in shape if a few of the riders would take the matter in charge and push it along. It would only take a small outlay to get this arrangement started and it seems that someone should take hold of it.

COLUMBIA Bicycles

STANDARD OF THE WORLD.



Any dealer or rider will tell you which is the admitted leader in bicycle worth. -It's the Columbia. Maybe some dealer, though, will tell you he has a wheel "just as good." Can't be. "Just as good" in that case means the dealer is not lucky enough to have the Columbia agency. The sole agency is here.

Catalogue of Columbia and Hartford Bicycles
is free if you call.

M. J. MANCHESTER, Agent.

April 11, 1896

April 25, 1896- Lake City has organized a bicycle club.

May 2, 1896- Wabasha has organized a bicycle club. It is Plainview turn now and arrangements will probably soon be perfected.

All interested in forming a bicycle club are requested to meet at G. A. R. Hall, Saturday evening May 2nd, at 8 PM. Ladies are especially invited.

To Bicycle Riders

There is more or less complaint being made by those who do not possess a wheel, about bicycle riders using the side walks. For a cyclist to ride on the walk is all right in cases when pedestrians are not using the same walk, but in cases here they are they should be given the right of way for the walks were built expressly for foot traffic and not for cycling. A bicycle has been designated by the courts as a vehicle and entitled to half the road against a team and consequently this virtually bars them from the use of the walks. But in many cases the use of the walk is all right providing the wheelmen do not insist on having the right of way.

Many of the riders are constantly abusing these privileges and unless they are more careful it will be necessary to prohibit the use of the walks altogether. In several instances ladies have been obliged to step off the walk, even in the mud, to let a wheel past, in other cases people have been run into by careless riders. This of course can not be tolerated, and though there is probably no one who would wish to see the riders prohibited from riding on the walks, there are many who would like to see them use a little better judgment and more respect. It is likewise to the riders interest to bear this in mind. Always give those on foot the right of way, even if you have to ride at a slower rate of speed or dismount, this will entitle you to use of the walks much longer than it otherwise will.

May 9, 1896- The bicycle club which was to be organized Saturday night failed to materialize. It was difficult to have a quorum present at one time, though enough were present during the evening to have easily organized.

The Woman's Bicycle

In strength, lightness,
grace; and elegance of
finish and equipment

Model 41



Columbia

is unapproached by any other bicycle.
Like all other models of Columbias it is

Standard of the World

Columbias in quality and construction are in a class by themselves.

\$100
TO ALL ALIKE

Columbia Catalogue, handsome and complete, tells of all Columbias, and of Hartford bicycles, next best, \$80, \$60, \$50. Free if you call.

M. J. MANCHESTER, Agent.

May 9 1896

Bicycle Economy



Before buying a bicycle said to be "just as good as a Columbia" it is well to compare the prices at which the machines sell second-hand. The second-hand price of Columbias often equals or exceeds the new price of the "just-as-good." If you look a year ahead, there is wise economy in

Columbias at \$100

STANDARD OF THE WORLD.

The handsomest Art Catalogue ever issued is free if you call.

M. J. MANCHESTER, Agent.

May 16, 1896

May 23, 1896- Remember Eggers and Christopher when in need of anything in the bicycle line.

May 30, 1896- Have a second hand tourist bicycle taken in part payment for a Columbia, that will sell at a bargain. Call and see it. M.J. Manchester.

June 13, 1896- While out walking this week we noticed several wire nails with the sharp end pointing upward from the sidewalk. Someone perhaps desires to stop the speed of a few of our bicycles.

July 4, 1896- Clarence Christopher took a little spurt on his "bike" Wednesday evening making a run of 9 miles in 27 minutes. He started from M. A. Grove & Son's shop going 2 1/2 miles west, 2 miles south, 2 1/2 miles east and 2 miles north. He says he can make the run over again in less time.

July 11, 1896- For sale- a second hand bicycle at reasonable price. Call at this office.

Alec McGee and A. Rock rode to Wabasha Friday on their wheels and from there took the boat to Winona, then returned by way of St. Charles Sunday.

August 1, 1896- Men's high cut bicycle shoes, one dollar and fifty cents a pair. Good value. F.J. Cornwell & Co.

M.J. Manchester says that the only kick he has concerning the bicycle business is that he cannot get the \$65 Ladies model fast enough to supply the demand. He says there are 3 or 4 after the one received yesterday.

A young fellow by the name of H. Piese, who lately rented a bicycle at Winona and failed to return it, was captured at Hastings a few days ago and is now laying in the county jail mourning his foolishness. The wheel was pawned at St. Paul for \$12.

August 8, 1896- The latest in the social line seems to be the wheeling party. After a ride over a laid out route the party stops at the home of the guests where light refreshments are served.

Carl Colby who has been visiting in Iowa, rode home from Marshalltown on his wheel, reaching here Sunday afternoon. He says he rode 100 miles in 1 day and that he came home from Rochester, 24 miles, in one hour and 30 minutes.

More or less complaint having been made in the part about bicycle riders on the sidewalk it might be of interest to know how the council of Oberlin has arranged it to take care of the bicyclist: "Each bicyclist of the city is required to go to the city recorder and register his name. He is forthwith given a number of fair size, fastened to a leather strap. This he is required to wear conspicuously on the front of his wheel, then the riders are permitted on any walk in the city.

If an accident of any kind or any improper conduct occurs, the party affected has only to report the number of the wheelman, and he is deal with according to an ordinance prepared to meet such cases. The penalty is made severe enough to make it very unpleasant for a wheelman found guilt.

Clarence Christopher made a century run on his wheel last Sunday. He left here Sunday morning, breakfasted at Rochester and reached his destination Grand Meadow, long before noon. He remained there until 2 o'clock and returned home by High Forest making the distance from the latter place 39 miles in 2 hours 45 minutes. He covered 112 miles during the day. Theo Schwartz accompanied as far as Spring Valley where he stopped over one day with his brother.

August 15, 1896- Geo. H. Dickman and H. K. Oliverson rode to Zumbrota Wednesday on their wheels.

J. A. Stephens rode to Lake City on his wheel yesterday where he will enjoy a few days recreation with a party of friends.

August 22, 1896- R. D. LaRock and A. C. woodcock left Sunday on their wheels for Pine Island and Owatonna.

August 29, 1896- Hime Smith rode down from Minneapolis on his wheel reaching here Sunday night.

He Holds the Medal

The best days ride ever made on a wheel in this part of the country was that made by Clarence Christopher on Sunday. Leaving here in the morning he rode to Winona. There he was joined by Carl Colby who rode down the day before, and the two returned home by way of St. Charles and Eyota. At 5:30 that evening, Clarence started off again, riding to Wabasha and returning reaching here at 9 o'clock. He then took a little 2 mile spin out in the country and when he returned his cyclometer registered just 150 miles for the day. Mr. Christopher is a strong, solid built young man and without a doubt is the hardest rider in this part of the state.

September 26, 1896- Jas. Lahey and friend Mr. Robinson of Dover rode over on their wheels Sunday morning returning in the evening.

February 13, 1897- Dickerman Bro. are already receiving their 1897 wheels. It is one of the first signs of spring.


February 20, 1897- Are you contemplating purchasing a 1897 wheel? Dickerman Brothers are talking on this subject this week. Don't fail to look up their advertisement.

February 27, 1897- Baseball and cycle enthusiasts are agitating the question of securing grounds for summer sports. A few of interested ones met Wednesday night and concluded to hold a general meeting at the engine house Monday night to consider the matter and ascertain the wishes of these who will take an interest in this class of sports. The present talk is to lease a piece of land, probably of Milton Smith, if satisfactory, for a ball park, which will be encircled with a quarter mile cycle path. In organizing a ball club it is the present intention to engage a battery for the season and fill out the balance of the team with local players. This would give Plainview a strong team and we could expect good ball.

March 27, 1897- The sun is daily growing warmer, the cycle rider is out and the robin has made his appearance.

April 3, 1897- The bicycle market is evidently good. Several new wheels have already been purchased this spring.

April 10, 1897



EARN A BICYCLE
600 Second Hand Wheels. All makes. Good as new. \$5 to \$15. New High Grade models, fully guaranteed. \$17 to \$25. **Special Clearing Sale.** Shipped anywhere on approval. We will give a responsible agent in each town free use of sample wheel to introduce them. Our reputation is well known throughout the country. Write at once for our special offer.
L. S. HEAD CYCLE CO., Wabash Avenue, Chicago, Ill.

April 17, 1897- A petition was being circulated this week among the bicycle riders to ascertain how much money could be raised for a bicycle track this season. It is the intention of the ball team, if the above proves successful, to contribute a like amount and have a combined sporting ground for the wheel and the ball.

Baseball and Bicycle Association

A number of our sport loving young men held a meeting Wednesday evening and organized what will be known as the Baseball and Bicycle Association. Their objective is to lease and maintain a piece of ground for a ball park and bicycle course.

The following officers were elected: A. Briese- President, F. Weikel -Secretary, A. Frickie -Treasurer.

One of the main features of attraction will be pushed to the front will be a series of bicycle races, which will undoubtedly interest the larger part of our young bicycle riders and a number of the older ones likewise. This is one of our most popular amusements and should meet with encouragement.


The ball team has been organized and consists of the following players: F. Weikel, Geo Miller, Ed. Reich, D. Weeden, C. Christopher, W. McGuigan, H. McGuigan,

Guy Marshall, W. Bremmer, and Bert O'Connell. This makes a team of good limber and with a little practice the boys need not be afraid to cross bats with any of our neighboring towns.

Now that the ball has been started it should be kept rolling and our citizens should lend encouragement to these amusements which will help to enliven our town during the summer months.

Post Yourself About Bicycles

Read the new Columbia Catalogue. Handsomest catalogue ever issued, Tells fully of Columbia and Hartford bicycles. Whether you buy the Columbia, the Hartford or any other bicycle, it will give you valuable and desirable information that every cyclist should know. Fully illustrated. Free by calling on any Columbia dealer; by mail from us for one 2-cent stamp.



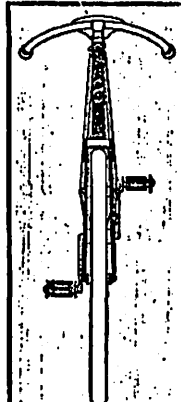
**STANDARD OF
THE WORLD**

**\$100 TO ALL
ALIKE.**

Hartfords, \$75, \$60, \$50, \$45

POPE MFG. CO. Hartford, Conn.
Greatest Bicycle Factory in the World. More than
17 Acres of Floor Space.

Branch House or dealer in almost every city and town. If Columbias are not properly represented in your vicinity, let us know.



April 24, 1897- Are you a member of the bicycle club? You will miss some great sport if you are not.

Now that the council proposes it regulate bicycle riding on the walks why not put the streets in condition that the riders may keep off the walks entirely.

The bicycle track has been put in shape this week and will be ready for use about next week. The track encircles the ball diamond and is a quarter of a mile around. The track will be twenty feet wide and will enable the cyclist to secure no little enjoyment out of its use.

May 1, 1897- The bicycle track is in pretty good condition and there is no reason why we should not have come good local sport.

May 8, 1897- All members of the council were present at the regular meeting Monday night. The first business taken up was the bicycle ordinance which passed its second reading and ordered published in todays paper.

Council Passed the Bicycle Ordinance

The new bicycle ordinance appears in today's issue. It provides that pedestrians must be given the right-of-way on all walks and that riders must signal their approach by ringing the cycle bell. After dark all wheels must be provided with a lantern. The riding on the walks on the principle streets is prohibited. Our bicycle riders should read and acquaint themselves with the ordinance and comply with its regulations.

ORDINANCE NO. 20

An Ordinance to Regulate the Riding of Bicycles on the Sidewalk in the Village of Plainview

The Village Council of the Village of Plainview do ordain as follows-

Section 1- Bicycle riding on the sidewalks in Broadway street abutting blocks nine, ten, fourteen and fifteen, in said Village and racing or speeding bicycles on any of the sidewalks in said Village is prohibited.

Section 2- Any persons riding a bicycle on any of the sidewalks in said Village, where the riding thereof is not prohibited, shall give the right of way to pedestrians traveling on such sidewalk; and shall sound the bicycle alarm bell at a reasonable distance from such foot passenger, when approaching him or her and shall also use a headlight on such bicycle, when riding the same in the night time.

Section 3- Whoever violates any of the provisions of this ordinance shall on conviction thereof be punished by fine, not less than one dollar, nor more than ten dollars, and cost of suit and in default of payment shall be imprisoned in the County jail not to exceed ten days.

This ordinance shall take effect from and after its publication.

Passed May 3rd, 1897

Attest: THOS. A. ASKEW Jr. President of Council, J.F. POPE Recorder

Moonlight Social

a moonlight social will be given at the Baseball and Bicycle Park on Thursday evening May 13. Racing and music by the Silver Comet Band. Refreshments consisting of ice cream and cake will be served. Admission 10 cents.

The cycle Association proposes to have a grand opening of their race course and grounds Thursday night.

E. L. Wentworth of Minneiska was in town Wednesday on business. He rode his wheel up Tuesday night but does not pronounce the roads in the best of condition.

June 5, 1897- Wouldn't it be a good idea to organize a bicycle club in town. The bicycle riders are requested to participate in the elaborate street parade on July 3 and by organizing a club it would be more easily arranged and the program better carried out.

June 26, 1897- The Ordinance Tested

The bicycle ordinance was brought to a test yesterday, though it is not the first time that the ordinance has been violated, it is the first time that the marshall has caught anyone on the walk. Yesterday morning A. C. Woodcock thoughtlessly came

up the south side of Broadway and the city marshall spying him soon brought him before Justice Tefft. Mr. Woodcock, uncertain as to the validity of the ordinance concluded to test the same and therefore pleaded not guilty.

The question when the case came to trial was not whether he rode on the walks, but whether the ordinance was valid or not. The trouble seemed to be wholly with the council who passed said ordinance, a part of them supposing that they voted to include certain walks not mentioned in the ordinance while the others swore that the copy brought into court was the original copy and the one which the council voted upon, that not a word had been changed therein since its last reading and final passage May 3.

After considering the evidence introduced, the court held that it was his duty to act according to the ordinance and consequently imposed a fine of \$1 and costs upon the defendant.

Dr. and Mrs. Muir gave a wheel party to a few of their friends last evening. After an hours spin, the party stopped at the home of the Doctor's where refreshments were served.

July 3, 1897- Every bicycle rider will please meet with the committee at the bicycle park on High Street promptly at 9 o'clock July 3.

Bicyclists are earnestly requested to meet at the Bicycle Park at 9 o'clock on Saturday morning to organize. The bicycle division of the parade.

Wanted- 100 bicycle riders at the Bicycle Park at 9 o'clock AM July 3.

Do you ride a wheel? Then you are wanted in the parade. Be on hand early.

Mrs. William VanHorn, Mrs. Minnie Nunamaker and Miss Mabel Purvis rode their wheels up from Winona Sunday. They were met here by Mr. VanHorn who rode over from Eyota. The party returned by rail on account of the rain.

July 10, 1897- Parade- While the NEWS was represented on a wheel, the cycle riders brought up the rear, but as the State's Float took most of the lady riders and owing to the tired condition of wheelmen when called upon to do anything, this part might be considered a failure.

Bicycle Race

The bicycle race took place immediately after the ball game with four entries. D. Weeden, L.O. Cooke of Kellogg, A. Briese, and Carl Colby. The race was the best 3 in 5. Weeden broke his wheel on the first run and dropped from the race. Four heats were rode by the others. Briese and Colby winning two each, and Cooke winning second each time. Briese and Colby divided first money.

A good number of the Wabasha people spent the fourth in town. Some rode in on their wheels, while others took the more comfortable mode of traveling.

July 17, 1897- Miss Jennie VanHorn went to Winona yesterday for a weeks visit. She took her wheel along and expects to ride home over the country.

Arthur Lambie and Ralph Bohan of Merrian Park were the guests of Miss Lambie a few days this week. They traveled both ways on their wheels.

August 28, 1897- (Winona Street Fair Parade advertised a Grand Illuminated Bicycle Parade.)

September 11, 1897- Paul Babcock came over from Racine on his wheel to visit friends in Plainview and vicinity.


Mr. and Mrs. E.L. Wentworth of Minneiska passed through here yesterday on their wheels. They had rode from Pleasant Grove, via Rochester, and when they reached home had made about 55 miles. They rode over Wednesday.

September 18, 1897- The amazing speed of which the bicycle is capable is shown less by its performances at short distances in which it has not yet surpassed the running horse, than by the astonishing long distance records that are now being made, which shows an average speed slower than the mile records. It is only a few years since it was being debated rather skeptically whether a bicyclist would ever ride a mile in two minutes and many held that while a quarter mile might be ridden at that pace, human endurance could not hold out for the full distance of a mile. Yet the other day a rider in England road 100 miles in only 6 minutes more than 200 minutes. The curious may figure out how many horses would be killed in trying to accomplish the feat on horseback. **Winona Republic.**

September 25, 1897

Safe Coasting

*is not a certainty on any bicycle,
but the nearest to it is coasting on a Colum-
bla. The 5% Nickel Steel Tubing, used
only in Columblas, is the strongest material
known in bicycle construction.*

1897


Columbia Bicycles

STANDARD OF THE WORLD at \$75^{to all}_{alike}

There should be no question in your mind what wheel to buy.

1897 Hartfords,	\$50
Hartfords, Pattern 2,	45
Hartfords, Pattern 1,	40

POPE MFG. CO., Hartford, Conn.

If Columblas are not properly represented in your vicinity, let us know.

March 12, 1898- The most prominent sign of spring is to see the school girls on their bicycles again.

September 15, 1899- Much amusement is now being had by the boys of the public school during noon hour and recess in bicycle races. Two or three races are indulged in every day and witnessed by the large crowd of children who watch eagerly and shout vigorously for their respective choice to win.

September 22, 1899- Robert Smith and Martin Grove indulged in a two mile bicycle race Wednesday noon, starting from the the school house and going west over the hill and returning. It resulted in a tie as each crossed the line at the same time. The race may be given again.

March 23, 1900- On Friday evening March 30, at 8 o'clock all bicycle riders of the community will meet at the engine room for the purpose of organizing a bicycle club. Officers will be elected and a committee appointed to see what can be done towards building a track in the city. Let all who are interested come.

April 20, 1900- Geo. F. Duerre has added a line of bicycles to his general stock of hardware.

July 6, 1900- Henry Eggers has resigned his position with F.J. Cornwell & Co. and has formed a co-partnership with Chas. Behner. The firm will continue the jewelry and bicycle business.

**August 10, 1900- Bicycle Ordinance
Chapter 22**

An Ordinance to Prohibit the Riding of Bicycles, Velocipedes and Tricycles on Sidewalks in Certain Parts of the Village and to Regulate and Restrict the Use of Such Vehicles on all Other Sidewalks and Streets in Said Village.

The Village Council of the Village of Plainview do ordain:

Section 1- No person shall ride any bicycle, velocipede or tricycle on any sidewalk in the Village of Plainview hereinafter described, viz.: On Broadway street between Church and Fremont streets, the sidewalks abutting blocks numbered eight (8), nine (9), ten (10), fourteen (14), Fifteen (15), and sixteen (16); on all sidewalks around and abutting the public square, provided that nothing in this ordinance shall be construed as prohibiting the use of invalid chairs or other wheeled machines used by invalids for locomotion.

Section 2- Coasting upon any sidewalks or street in the Village of Plainview with a bicycle, tricycle or any other vehicle is hereby prohibited. Every person riding a bicycle upon the sidewalks of said village shall carry a bell or other alarm and after dark a lighted lamp shall be attached to the vehicle.

Section 3- No person shall ride a bicycle on the sidewalks of said village at a rate of speed exceeding six miles an hour, and on approaching street corners where the rider from a point fifty feet from the corner would be unable to see pedestrians or cyclists who may be approaching on the cross walk within fifty feet of said corner, the person riding the bicycle shall sound an alarm at least fifty feet from said corner, and shall at once decrease the rate of speed of such bicycle until it shall not exceed four miles an hour when passing such street corner.

Section 4- Every person riding a bicycle on any sidewalk of the village of Plainview, shall upon meeting or overtaking any pedestrian, either get off the sidewalk or dismount and walk past said pedestrian.

Section 5- No person shall ride a bicycle in any street of the said Village of Plainview faster than ten miles an hour, and "scorching", so called, in any street of said village is hereby prohibited.

Section 6- No person shall willfully, carelessly or negligently ride any bicycle against any person who may be walking or standing upon any sidewalk in said village, or in any way interfere with the free use of the walks by any pedestrian.

Section 7- Any person who shall violate any of the provisions of this ordinance shall be deemed guilty of a misdemeanor and on conviction thereof shall be punished by a fine of not less than five dollars nor more than twenty-five dollars, and in default of payment of said fine shall be committed to the village lockup until said fine is paid, not exceeding five days.

Section 8- All ordinances or parts of ordinances inconsistent with this ordinance are hereby repealed.

Section 9- This ordinance shall take effect and be in force from all after its passage and publication.

R.R. DAMOUDE, President Village of Plainview

Attest T.E. UTTERBACK, Recorder.

(SEAL)

Passed the Village council by vote August 6th, 1900

August 17, 1900- The new bicycle ordinance is being enforced to the letter.

August 17, 1900- Mr. M.J. Manchester has consented to take charge of the bicycle race at the street fair. Inquiries in regard to it should be addressed to him. (It was to be held at 5 PM Sept 20 but was canceled due to the rain.)

April 5, 1901- The bicycle hospital is full of new things. A large line of bicycles and sundries to select from. Eggers & Behner.

July 26, 1901- Eggers & Behmen--winner of boy's bicycle race- Collar button value 75 cents.

HOW TO RIDE A BICYCLE

Men May Hump Themselves or Not as They Choose.

A middle-aged gentleman sat in the park the other afternoon watching a string of expert bicyclists shoot past at top speed. The forms of the riders were bent away forward on their wheels, their heads were lowered, and they exerted all their leg power in racing their steel steeds.

The elderly gentleman turned to a companion, who was also in middle life.

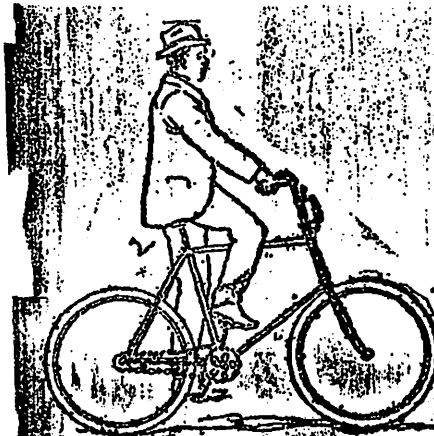
"I never could ride in that style," he said. "I should think they would build machines that a rider could sit up straight on and take things leisurely. Everybody doesn't want to shoot ahead at that breakneck pace."



The middle-aged speaker expressed a view of bicycle riding held by many who are unfamiliar with the exercise and the construction of the machines.

All first-class bicycles are built nowadays so that they can be readily altered from the low-handled "racer" to a high handle, easy going "roadster," upon which the rider sits upright. The transformation is effected by an adjustable handle bar that can be raised or lowered at will.

"The machine for the rider who wishes to ride leisurely and with comfort," said an expert, "should have a turned-up handle and a seat set upon springs. If the wheel has the turned-down handle the bar would have to be raised so high in order to enable the rider to sit upright that the handles would interfere seriously with the balancing and steering of the machine. It would make it wobble."



"The nearer the handles are to the framework of the machine the easier it is for the rider to keep his balance and steer. The lowering of the handles to this position increases the ability of the rider to speed the machine, because when he bends over he gets a better hold on the pedals and is able to exert more power in forcing the wheels ahead. And when his body is thrown forward, with the head down, there is less resistance to the wind."

"Elderly or leisurely riders would find the upright position more to their comfort and liking, and that is why all good wheels are made so that either position can be taken. As I said before, it is a mere matter of raising or lowering the adjustable handle bar."

"Speeders all prefer the bar with the turned-down handles, and those who do not care for speeding select the turned-up-handle bar. That is all the difference there is to the two styles of riding."

The accompanying pictures illustrate both positions.

August 11, 1894

TRICK BIKE RIDING.

TWO CLEVER AMERICANS PERFORMING IN LONDON.

Riding with the Front Wheel Off—Climbing Through the Diamond Frame—Vaulting from One Pedal to Another—Result of Patient Practice.

Mastery Over the Wheel.

There are many men and women who give exhibitions of "fancy" bicycle riding, but the palm belongs to Mr. and Mrs. Valdare,



STEERING

WITH FEET.

ing dispensed with the other as superfluous.

The manager of some traveling circus noticed the boy and persuaded him to join his troupe. On the old high machines, however, trick-riding was comparatively easy. It was only when the safety suddenly became the craze that Valdare saw his opportunity of venturing on an absolutely new field. The

Mrs. Valdare, whose performances have never been rivalled, either in this country or abroad.

The machines they use are of average weight, and similar in appearance to thousands of the

Mr. Valdare American bikes. commenced his cycling career in 1888 on an old-fashioned high machine. He was then 14 years old, and used to ride through the streets of Denver, Col., from his home to school on one wheel, hav-

ing dispensed

difficulties are so much greater than on an ordinary that no comparison can be made. Both the Valdares practice two or three hours a day to keep proficient in their work. But in spite of everything they can never be sure that all their tricks will be successful.

As is nearly always the case with performances such as the Valdares give, a comparatively easy trick is quite as likely to appeal to the public as one to which they have devoted week after week of practice to accomplish. The most difficult performance that Valdare takes part in is riding his machine with the front wheel taken off altogether. He does this standing on the pedals, stooping slightly to hold the steering-head tube in both hands, the body thrown forward at an angle of at least 10 degrees in front of an imaginary line drawn from the axle upwards. In this position lies the secret which it took the best part of a year to discover and appreciate.

There is literally no position which is impossible to the Valdares on their machines. They climb over them and through them and round them until you begin to think some supernatural agency is preventing the bicycles from falling.

The trick which entails the greatest strain physically is that in which Valdare draws the front wheel by sheer strength from the ground and rides along gaily with his machine pawing the air, like a rearing horse.

Once in Cincinnati he rode one-third of a mile in this extraordinary position in 1 minute 17 3-5 seconds. Until he dismounted he had no idea what the strain had been. The moment his feet touched the ground they gave way as if every muscle had been paralyzed.

To climb through the diamond frame



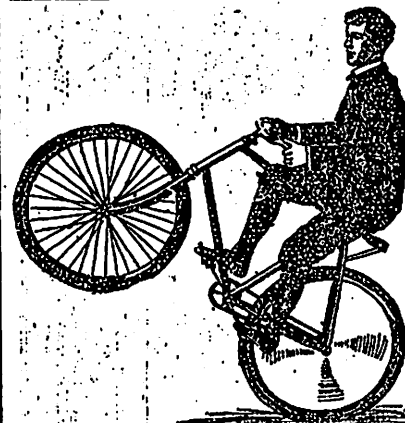
A DIFFICULT MOUNT.

of his machine is another amusement in which Valdare indulges. It can be done by any one who cares to imitate

May 21, 1897

back turned to the handle-bars and rides it thus round and round, sometimes steering with one hand, sometimes folding both arms before her.

In another, keeping her left foot on its pedal the whole time, she swings her right leg over, and placing it on the

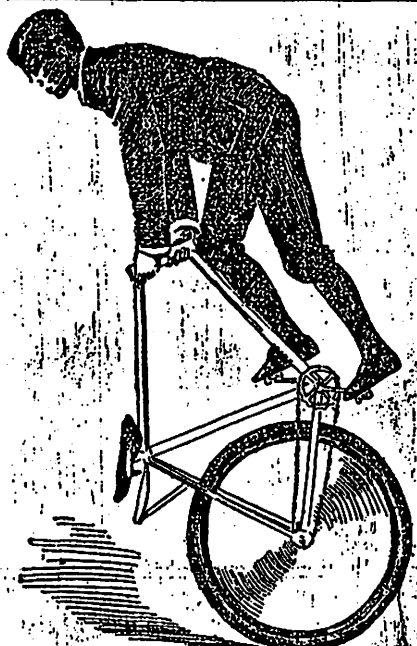


TWELVE MILES AN HOUR ON ONE WHEEL.

brim of the wheel, lowers the machine till it rests on the right pedal. From this posture, and without even touching the ground herself, she throws the machine to an upright position and starts off as if there had been no interruption whatever.

When riding at full speed she will now and then spin her front wheel round like a teetotum, without wavering an inch out of her course.

More showy even than this, however, is the way in which she rides, standing first on one pedal and then on the other, keeping both legs always on the same side of the machine; or another trick, in which she and her husband swing round and round each other, changing from one side of the machine to the other, while, as if by magic, it continues to run, diligently about the stage.



A RIDE ON THE BACK WHEEL.

A BICYCLE CRAZE.

This Time It Strikes the Hymnbooks of a Kansas Church.

"Well, gentlemen," said a young man who had been listening and whose general make up proclaimed him quite advanced and fresh, "I wonder what you would have thought if you had been out in Kansas with me last week. I was caught in a town not far from Emporia over Sunday and had nothing to do but follow the crowd, most of whom rode bicycles. They landed me in church. I landed with them. I saw the preacher go into the pulpit, and I knew from the hang of his trousers and their crumpled appearance at the bottom that he was a wheelman, and the man whom I asked about it said my conjecture was right. The sermon was nothing out of the ordinary, but the last song the congregation worked off caught me, and then I understood the expression I had heard—'wheel crazy.' The first verse of the old hymn was lined out by the young preacher as follows:

"Am I a rider for the cross,
A scorcher for a lamb?

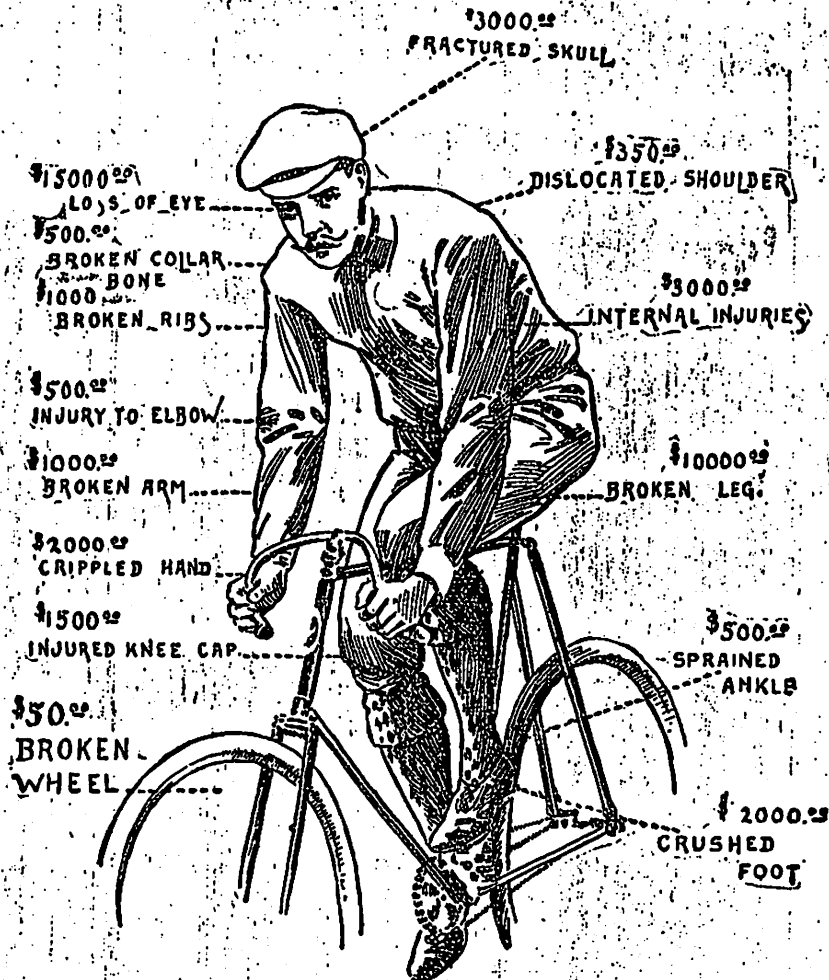
"The next lines of the second verse almost made me fall off the bench:

"Must I be carried to the skies
On flowery beds of ease?
Not while I've got a wheel, old man,
I'll make the course with ease.

"The congregation fairly whooped it up on that verse and, after the preacher had announced that that was collection day for swelling the road fund between Emporia and the church and the hat was passed, I plunked in a gold two and a half piece. I thought they deserved that much from my house. I wrote my wife right away to sell the horse and buggy and put the proceeds into a wheel. But she telegraphed back that she couldn't get a bid on the horse, and I am going on to trade off all I have for a wheel. When it comes to this that the bicycle business must have its own hymns in church I give in."—Chicago Chronicle.

June 20, 1896

JUDICIAL ESTIMATE OF THE VALUE OF A BICYCLIST.

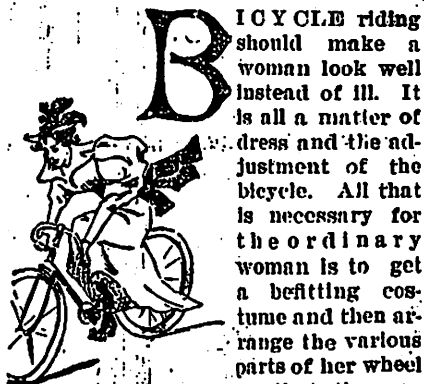


It is only within the past year the cyclers of the country have been finding out what really important persons they are. Generally all around the country, ever since the wheel began its whirling career, they have been thankful they were allowed to live. They claimed no favors or privileges, but were content to give the right of way to every rattle trap of a vehicle that came along—milk wagons, ash wagons, garbage vans, street cars, pushcarts—almost any old thing, whether on wheels or off of them. The imperious masters of these have always felt that the entire street belonged to them wherever a mere bicycle only was concerned. To run down a wheelman, smash his machine and break his neck into the bargain has been just a little bit of innocent sport for the festive-minded wagon drivers. Those of them who merely crowded a wheelman up against the curb, took the bark off his shins or a pedal off his wheel have gone off to wonder at their own humanity and toleration in allowing the humble cyclist to live when he really had no right to. If a luckless cyclist ever got into the courts it was only a question of how much fine and costs he could stand. But that is all over now. The cyclist citizens are in the jury box. The cyclist judge is on the bench. That tells the tale. They have changed all the old order and given the wheelman his true standing in the community and the courts. It is in New York and New Jersey particularly that the great change has made its appearance. There recently a cyclist who was riding in the cable slot of a street car track was awarded \$15,000 damages against the street car company because one of its cars bumped into his wheel and smashed it and gave it and gave the cyclist a fall. Milkmen and express wagon drivers who have incautiously frightened wheelmen or forced them off assigned pathways have been heavily fined. In some fifteen or twenty cases cyclers have recovered damages in the New York courts from persons who caused them to fall or deprived them of their rights in any way, and these damages have amounted to thousands of dollars. Whenever a bicycle is smashed on the New York Central Railroad the company pays without question or demur \$100 for it. And President Chauncey Depew, of that road, has remarked on the very marked coincidence that only these \$100 wheels are smashed or damaged. The facts and figures involved in cases of personal injury to cyclers have been tabulated and used as a basis for estimating the aggregate value of the entire anatomy of a full-grown veteran wheelman. The result will doubtless surprise the public. Every cyclist, taken from the top of his cranium to the sole of his pedalers, is worth \$100,000. That is, he represents just that much value as determined by the unerring judgment of the law. In the diagram and cut is given the separate value of each particular part of the cyclist's anatomy. It deserves study.

May 8, 1897

TO LOOK WELL A-WHEEL.

Reasons Why Many Riders Appear Awkward and Uncomfortable.



BICYCLE riding should make a woman look well instead of ill. It is all a matter of dress and the adjustment of the bicycle. All that is necessary for the ordinary woman is to get a befitting costume and then arrange the various parts of her wheel so that the machine seems a part of her as she rides it. It is not a bit harder to have a bicycle adjusted to fit than to have it adjusted so that it does not fit, and the difference in appearance is everything. In most cases the changes necessary to alter the position and appearance of a rider from bad to good can be made by raising or lowering the handle bars or the saddle, or moving the latter a little forward or a little back. In nine cases out of ten women who look and feel awkward on wheels do so because the seats and handle-bars of their machines are not properly adjusted.

The accompanying pictures show some of the many shades of difference between the right position, in which a woman may ride gracefully and easily,

over the pedals, too, rather than behind them; and would have enough of her weight on the handle bars to guide her machine easily and safely.

There is such a thing, however, as having the saddle too far forward and too high, as is shown in figures 3 and 4, which illustrate positions just the reverse of those in the figures explained above. In figure 3 the rider has the appearance of climbing a steep hill and of working very hard in the ascent, simply because her saddle is too low and too far forward. She has to push back on her pedals rather than down and has not room enough between the saddle and the pedals to give full swing to her knees. Raising the saddle and putting it back a little would give the rider a graceful and easy position.

The difficulty shown in figure 4 is the opposite of that in figure 1—the saddle is too high. The rider has to tip forward in order to reach the pedals when they are at their lowest point in making a revolution. That attitude is, perhaps, the most tiring that can be assumed by a rider on a long journey, as it throws the entire body out of position. The adjustment would be correct if the saddle were lowered so that the pedals and handle-bars could be reached easily and the lady would find cycling much easier and more pleasurable than she can in the attitude in which she is shown.

All that is necessary to make any of the changes suggested and to adjust wheels so that the riders can look and

ONE GOOD AND FOUR BAD POSITIONS.



FIGURE 1.
FIGURE 2.

FIGURE 5.

FIGURE 3.
FIGURE 4.

and the wrong positions, in which she is sure to look awkward and uncomfortable. Many women may find in these pictures, too, hints that will help them to correct their styles of riding and enable them to better enjoy an exercise which has been only half pleasurable in the past, because they did not know how to follow it.

It is easy to see what is the difficulty with the woman shown in figure No. 1, what it is that makes her look as if she were working a sewing machine rather than riding a wheel. Her saddle is too low. If it were raised to its proper height her knees would not pump up and down before her chin with every revolution like a pair of piston rods. If it were raised she would have a decidedly better appearance, her skirt would hang better, she would ride more easily and it would not be hard for her to guide her wheel, as it certainly is in the position in which she is shown.

The awkward position shown in figure No. 2 is the result of having the saddle too far back from the handlebars, so that the rider can just reach the steering apparatus and no more and so that she has to push forward on the pedals almost as much as down in propelling her wheel. The position which that adjustment of the machine gives makes the rider look as if she were trying to keep her seat on a bucking bronco from which she was expecting to be thrown at any instant. If the saddle were brought forward a little and raised slightly the position would be good. The lady would be sitting

be comfortable rather than awkward and uncomfortable is a monkey-wrench and a little common sense. With those nearly all the changes that are necessary to put women's wheels in proper condition can be effected.

A proper position for a woman on a bicycle is shown in figure 5. The rider there sits easily and gracefully, and the work of propelling her wheel is not half the work exerted by any of the others. She not only looks well, but it is a position in which cycling exercise is play rather than labor, and beneficial rather than harmful.

Stove Adapted for Hot Weather.

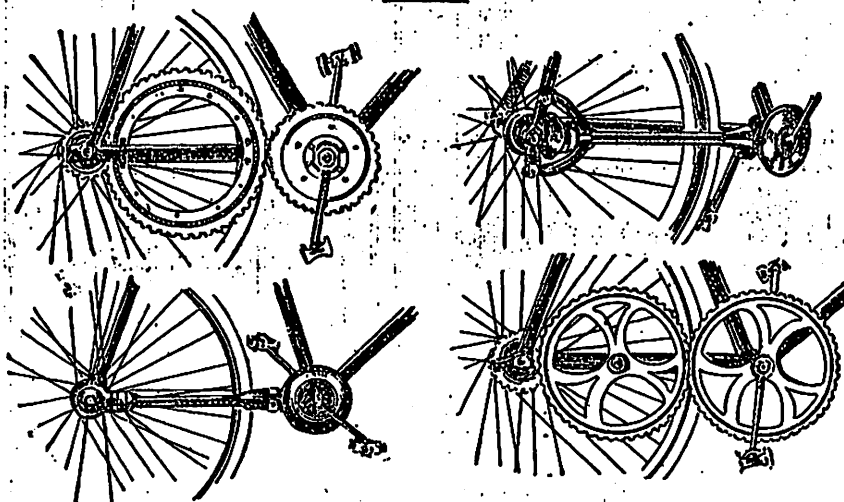
Professor William M. Watts, of Still Pond, has a novelty in the form of a cold stove. The stove is for use in the heated months of summer for reducing temperature, just as stoves heated by fire are used to raise the temperature in winter. By the use of salt, a small quantity of ice and a patented chemical the most intense degree of cold is secured. So great is the cold that it is as dangerous to touch this cold stove when in operation as it would be to place the hand on a fire stove at a high degree of heat. The skin is instantly taken off and painful injuries are the result of the slightest contact. Professor Watts states that during the hottest weather the temperature of a room may be run down and made pleasant by the use of this novel device. The new process was discovered by a college mate of the teacher of the Still Pond school. The cost of operating the stove is very slight.—Chestertown Transcript.

FAMILIAR SIGHT ON THE STREETS OF BUFFALO.



July 17, 1897

NEW STYLES OF CHAINLESS WHEELS.



EVERY bicycle rider is interested in the chainless wheel, which now seems to be the bike of the future. Already many forms of the new type of wheel are exhibited. Some of them are queer-looking affairs and can never come into practical use, but tests, more or less satisfactory, have been made of four of these types, which will contest for supremacy under the trying conditions of actual use. One of these is a handsome wheel with a bevel gearing, enclosed in a neat casing, and is the result of a series of experiments extending over several years. Another of them is bevel-gear, but differs in internal construction from the one just mentioned. One is a wheel with three sprockets engaging one another in a direct line. There is a sprocket on the crank axle, similar to the ordinary sprocket, except that it is much larger and the teeth are square. The next sprocket in the line is of the same size and shape, and the third, which is on the axle of the rear wheel, is smaller. The fourth of the most promising chainless wheels also has three sprockets, but the center one is five or six times the size of the two others.

November 20, 1897