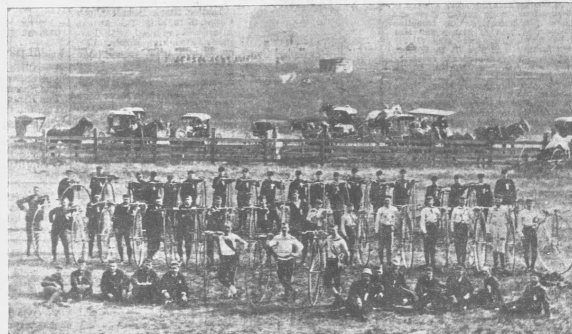


THE MINNEAPOLIS TIMES, SATURDAY MORNING, SEP



Members of the Minneapolis Bicycle Club, the first Minneapolis cycle organization. Those whose names are now known by wheelmen here are, commencing from the left, 1, Al Hale; 3, Harry Lasker; 5, Ed Savage; 7, Fred Roach; 8, Louis Lundell; 10, Bartlett; 11, John W. Hays. The club was organized in the spring of 1886, and this picture was taken during a run in the fall of that year.



A group of wheelmen taken at the old "Bill" King fair ground in 1886 or 1887, during a race meet. The three men in front were then racing men of national reputation. They are, commencing from the left, Jack Prince, Woodside, Albert Shock.

MILLERS GINCH THE LAST PLACE

Return from a Disastrous Trip Hopeless Tail Enders.

Reported That Saulpaugh Will Remain Here Next Season.

To the tune of "Auld Lang Syne" Captain Wilnot and his weary band marched out of McAleer's ballwick at Cleveland and departed for their home, and this afternoon, at the usual hour, the tailenders meet the Hoosiers. The trip just finished has been the most disastrous in many moons, putting the millers hopelessly in the rear and clearly out of the race. First division is utterly out of the question, while their chances for moving up a notch are scarcely better. The men have put up very few good exhibitions on their trip and it was only through the grace of errors by the opposing teams that they were able to carry away two of the five games won. With a remarkable streak of luck—that is if Buffalo can drop nine or ten games and Minneapolis can win the same number—it would be possible for the Millers to crawl out of last place and finish up in seventh, but as such a thing is highly improbable, there is no fear anything of that sort will be realized. The Millers are tailenders for sure, and the best the fans may expect from the team is a little brace with a victory sandwiched in now and then. The outfit was bad enough with the regular men playing their positions, but since Davis went to the hospital with a case of blood poisoning and with "Germany" Smith not feeling well enough to get in the game

THE CYCLISTS OF YEARS AGO

"Bicycle riders of ye olden time" are riders of not much more than a decade ago, but when a wheel from the '80's is produced now, it is difficult for one to appreciate that it is of such recent date. The improvement of the wheel has been so rapid during these years as to border on the marvelous. The fifty-six-inch wheel of 1886 is now a freak, and when one occasionally appears on the street, it attracts great attention. Not only has the wheel gone through a great evolution, but so has everything pertaining to cycling. The first cycle organization was perfected in Minneapolis during the spring of 1886, with a membership of thirty, and known as the Minneapolis Bicycle club. The members of the club did not know many runs, in fact the riders were satisfied with spinning around on the city streets, and it was an unusual event, indeed, to venture as far away from home as Lake Minnetonka. When this was done, it usually meant a ride home on the old motor line, with the wheels stacked up on the tender. The only run that the club had, was out Lyndale avenue to Richfield, and returning to the city by a country road that crossed Portland, Park and Chicago avenues, a distance of fifteen miles. This was the favorite run of the club, and Sundays the members would hie themselves to what they considered far into the country. On one of the runs during the fall one of the accompanying photographs was taken. In this will be seen some people who are to-day well known by Minneapolitans. John W. Hays, President of the Minneapolis Typographical union, was one of the enthusiasts in those days. Al Hale was known as the best hill climber in these parts. Fred Roach, now in business here, and one of the oldest cycle dealers in the country, was quite a youngster then. Cycling was given the incentive in this city with the cycle meet at the old Washington rink, when Grant Bell and Woodside contested in a race that attracted considerable attention. Bell rode a "star" and Woodside was mounted on one of the first "safety" models, with the smaller wheel in front. Bell was the victor and being a Minneapolis man, great interest for the sport was aroused. It resulted in other indoor races being held at the rink, and all the fast riders of the world were seen here in races. The events attracted interest all over the world, and Minneapolis for a time had quite a reputation as a cycle town. Early in the '80's a race meet was held at the old "Bill King" fair grounds, in South Minneapolis, and this was the first outdoor race ever held in the northwest. During the day a photograph was taken of the participants and cyclists of the city who attended. The photograph taken at the run, was loaned to The Times by John W. Hays, and the other by William Walsh.

lands along them more valuable, but the horse is able to utilize his full strength over them (fig. 3); furthermore, a horse can pull only four-fifths as much on a grade of 5 feet in 100 feet, and this

Cyclist John W. Hays



Clipped By:

johnw_hays
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