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The Daily Sentinel (ISSN 1445-8962)
 Printed editions published Wednesday thru Sunday, electronic editions published every morning at 734 S. Seventh Street, Grand Junction, CO 81501.
 Periodical Postage paid at Grand Junction, CO.
 Carrier home delivery prices: 13 weeks - \$65.00, 26 weeks - \$130.00, 52 weeks - \$260.00.
 Weekend delivery packages: Wednesday thru Sunday - \$244.40, Friday thru Sunday - \$197.60.
 Saturday & Sunday - \$163.80, Sunday only - \$163.80.
 Weekend Delivery includes the following date in 2018: Nov. 22.
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ATTENTION DOWNTOWN BUSINESSES

For so many, no place gets the holiday spirit glowing quite like visiting downtown Grand Junction with all of its nostalgic holiday joy and fun events.



Shop Downtown Grand Junction Section has an unbeatable 5-day insertion schedule that's sure to keep your store and its treasures top-of-mind with shoppers eager to discover innovative and unique gifts.
 Don't wait, call your Daily Sentinel advertising representative at 256-4289 and reserve your space today. The Shop Downtown Grand Junction Section is the perfect gift to your customers and your own bottom line.

DOWNTOWN GRAND JUNCTION HOLIDAY SHOPPING SECTION
 s printed once, but inserted 5 times during the Holiday season in The Daily Sentinel:
 • Thanksgiving Day, Thursday, Nov. 22
 • Sunday, Nov. 25
 • Wednesday, Nov. 28
 • Sunday, Dec. 2
 • Wednesday, Dec. 5

ADVERTISING DEADLINE WEDNESDAY, NOVEMBER 7

THE DAILY SENTINEL 734 South 7th Street, Grand Junction, CO 81501 • Advertising 256-4289 • Circulation 242-1919

THANKSGIVING DAY ADVERTISING DEADLINES

ATTENTION ADVERTISERS

The Daily Sentinel's advertising deadlines will be moving up to accommodate the **Thanksgiving Day holiday!**
 This early deadline schedule is designed to help you plan your advertising around the holiday.

Publication Date	Display Advertising	Deadline
11/25, Real Estate Weekly.....	11/19, Monday, 12 Noon	
11/22, Thursday	11/19, Monday, 2 PM	
11/23, Out & About.....	11/16, Friday, 4 PM	
11/23, Friday.....	11/19, Monday, 4 PM	
11/24, Saturday.....	11/20, Tuesday, 4 PM	
11/25, Sunday.....	11/20, Tuesday, 4 PM	
11/26, Monday.....	11/21, Wednesday, 2 PM	
11/27, Tuesday.....	11/21, Wednesday, 2 PM	

Classified Liner Ads (Private Party & Commercial)

11/22, Thursday.....	11/21, Wednesday, 1 PM
11/23, Friday.....	11/21, Wednesday, 2 PM
11/25, Real Estate Weekly.....	11/23, Friday, Noon
11/24, Saturday.....	11/23, Friday, 11 AM
11/25, Sunday.....	11/23, Friday, 1 PM
11/26, Monday.....	11/23, Friday, 1 PM

Legals

11/22, Thursday.....	11/16, Friday, 3 PM
11/23, Friday.....	11/16, Friday, 3 PM
11/24, Saturday.....	11/19, Monday, 3 PM
11/25, Sunday.....	11/19, Monday, 3 PM

THE DAILY SENTINEL
 734 South 7th Street, Grand Junction, CO 81501
 Advertising 256-4289 • For Home Delivery call 242-1919

FIRST DRAFT
Buffalo Soldiers on bikes
crossed half a continent

In a region where mountain bikes proliferate, it's no stretch to contemplate long bicycle trips over rough terrain. But such an undertaking was unheard of in 1897, when members of the Army's 25th Infantry set off from Fort Missoula, Montana, to St. Louis.



BOB SILBERNAGEL

The 25th Infantry was one of several African-American cavalry and infantry units that served in the West in the latter half of the 19th century. The men were often called Buffalo Soldiers. Like all of the African-American units then, the 25th Infantry was led by white officers. And one of those officers, Second Lt. James A. Moss, was convinced that bicycles were the wave of the future for armies on the move. In 1896, Maj. Gen. Nelson Miles authorized Moss to establish the 25th Infantry Bicycle Corps to test the practicality of using bicycles in mountain country. Moss believed his team would prove that using bikes was faster than marching on foot and cheaper than using horses.

Bicycles had undergone a transformation in the previous decade. The so-called "safety bicycle," with a chain drive and equal-sized wheels was invented in 1885, replacing bikes with giant front wheels. And pneumatic tires had been perfected by about 1890, replacing hard rubber.

The bikes used by the 25th Infantry were the pinnacle of 19th century bicycle technology. They were manufactured by A.G. Spalding & Co., of Massachusetts, built to specifications set by Moss and donated to the Army. Each bike had steel rims, reinforced forks and enclosed cases to protect chains from dust and mud.

Each bike weighed 32 pounds, without the soldier and his gear. But that gear was substantial. There was a 10-pound blanket roll with a shelter tent and poles, plus extra clothing and personal items. All of it was strapped onto a handlebar rack. Additionally, each soldier carried rations of canned beef, beans, coffee, bacon, bread and sugar in leather cases. And they all had a carbine strapped to their backs, along with 50 rounds of ammunition.

Fully loaded, each bicycle carried 59 pounds of gear. One modern writer said each bike was "essentially ... a rolling anvil." The first test of the bicycle squadron came in July 1896, with a trip north to Lake McDonald, a round-trip distance of 126 miles. It took the unit three days, and the men faced heavy rain, deep mud, strong winds and many mechanical problems.

The following month, they pedaled 500 miles to Yellowstone National Park, a 23-day round-trip. They enjoyed good weather and spent five days sightseeing at the park.

Moss described one pleasant day during which they rode along the Gibbon River: "now admiring this, then admiring that. Indeed, this was the very poetry of cycling."

But Moss and his superiors knew a more rigorous test was necessary. So they planned a 1,900-mile trip from Fort Missoula to St. Louis.

Moss selected a group of 20 Buffalo Soldiers for the trip, five of whom had been in the

BLOTTER

No crime reports were received Sunday from the Mesa County Sheriff's Office or the Grand Junction Police Department.

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How to reach us: 242-5050. Business hours are 8 a.m. to 5 p.m. Monday through Friday, excluding holidays. Circulation phones are open 7 a.m. to 11:30 a.m. on weekends.

CIRCULATION
 Subscription and delivery questions:
 242-1919 or (800) 332-5833

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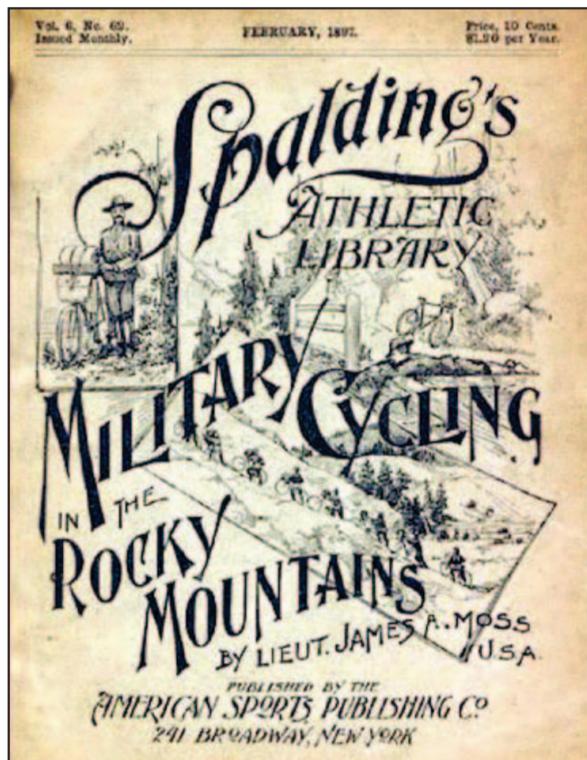


PUBLIC DOMAIN PHOTOS

Members of the U.S. Army's 25th Infantry Bicycle Corps visited Yellowstone National Park in 1896.



Members of the Bicycle Corps carry their bikes across a river.



An article by A.G. Spalding Co. promotes its partnership with the Army's Bicycle Corps.

bicycle brigade the year before. There was also a medical officer, a reporter from a Missoula newspaper and Pvt. John Findley. A bike mechanic from Chicago before he joined the Army, it was Findley's job to keep the two-wheelers rolling despite damaged axles, broken pedals and twisted spokes.

The bicycle brigade left Fort Missoula early on the morning of June 14, 1897, and rode through the town of Missoula with much fanfare.

But rain soon turned the planned route into mud, and the soldiers spent much of the day attempting to ride in weeds along the road, or carrying their bikes. Even so, they managed 54 miles the first day.

Heavy rains continued overnight, and by the second day they had abandoned the road to ride on the bone-jarring but dry tracks of the Northern Pacific Railroad.

They crossed the Continental Divide in a snowstorm and later pedaled through ankle-deep water as the snow melted.

Carrying only two days' worth of rations, the bicycle corps was under continual pressure to travel at least 50 miles each day to arrive at the next supply point. But weather and mechanical issues often made that impossible.

Drinking water also became a problem as they reached eastern Wyoming, then traveled into South Dakota and Nebras-

ka. Some men became ill from drinking water heavy with alkali.

Additionally, they spent a lot of time pushing or carrying their bicycles because the roads were muddy. In the Sand Hills of Nebraska, even dry roads were too sandy for pedaling.

Heat also became a problem in Nebraska, as temperatures soared into the triple digits.

Moss became ill and spent four days in bed in Alliance, Nebraska. Command of the corps was temporarily turned over to Assistant Surgeon J.M. Kennedy. Buffalo Soldier Sgt. Mingo Sanders, the top non-commissioned officer in the corps, aided in the command.

Despite the obstacles, the bicycle brigade made it to St. Louis on July 24, 1897. They were accompanied into the city by a throng of local bicyclists.

They had covered 1,900 miles in 40 days — including six days spent resting and repairing their bikes. They averaged 52 miles a day, and Moss estimated the men had carried their bikes 400 of the 1,900 miles.

A seasoned cavalry unit at the time could travel 30 miles per day for an extended time, although there are instances recorded of horses averaging more than 40 miles a day for several weeks.

The 25th Infantry Bicycle Corps demonstrated that soldiers on two-wheeled steeds could travel at a relatively fast pace, even on rough terrain and during bad weather.

Moss made a number of recommendations in his official report, suggesting things like improved types of rations for bike travel and shocks on the front forks to reduce stress on the riders.

Bicycles would later be used by the Army during both World War I and World War II, primarily for soldiers carrying dispatches and occasionally for intelligence gathering.

But the U.S. Army never developed a permanent bicycle unit. When the 25th Infantry returned by train to Fort Missoula, the bicycle corps was disbanded. The next year, the 25th Infantry was sent to Cuba to fight in the Spanish-American War.

Sources: "U.S. Army's 25th Infantry Bicycle Corps: Wheels of War," on History.net; "The Buffalo Soldiers Who Rode Bikes," on History.net; "America's Short-lived Black Army on Wheels," on Atlas Obscura; "Bicycle Cav," on cavhooah.com; "Little-Known Heroes: All-Black 25th Infantry Bicycle Corps," on gearjunkie.com. Special thanks to Mike Perry of fruita.

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