

Trips Awheel: Where to Go and How to Get There

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Cycle Route 40 (1897-1898 series)

A Bird's-Eye View of the Asphalted Streets of Philadelphia – Additions Made During 1897

Yes, sir, Philadelphia is slow; poor old thing! And yet there is a map of this city which, although merely intended as a guide for the cyclist and the horse driver, will prove hard to duplicate, I guess, anywhere in this country.

It is a bird's-eye view of our asphalted streets, with here and there a stretch of vitrified bricks; and not an absolutely complete map, either, my primary object being to suggest fairly long thoroughfares that may best be used in unfavorable weather to reach any given spot awheel.

Short and isolated stretches, sometimes covering no more than the distance of one block, I have therefore left out as a rule; a few I did mark here and there as curiosities more than aught else and by way of illustrating the hickledy-pickledy condition of our present stage of transformation in certain districts.

The additions made to our asphalt paving during 1897 do not strike the casual observer as much as they otherwise might, owing to the desultory manner in which they were effected; but the good work is going on all the time, and Philadelphia is daily laying greater claims to the title bestowed upon her by the thousands of strangers who visited her at the time of the L. A. W. National Meet, "the paradise of the wheelman and the horse driver."

The curious may be interested in the following official list of the portions of streets asphalted during the past year, for which I am indebted to the courtesy of our Bureau of Highways:

Brunner, from Clarissa to Wayne.

Camac, from Venango to Angle.

Chatham, from Ann to Clearfield.

Conestoga, from Hunter's avenue to Lansdowne.

Conestoga, from Master to Thompson.

Dutton, from Mifflin to Hoffman.

Ellen, from Front to New Market.

Emerald, from Somerset to line of P. and R. property,

Girard avenue, from Fifty-fourth to Fifty-ninth.

Glenwood avenue, from Twentieth to Twenty-first.

Helen, from Somerset to Hart lane.

Hoffman, from Otsego to Dutton.

Kent, from Twenty-fifth to Twenty-sixth.

Luzerne, from Germantown avenue to Clinton.

Malvern (or Helen), from Cemetery avenue to Clearfield.

Morris, from Point Breeze to Twenty-eighth.

Moyamensing, from Eleventh to Porter.

Moyamensing, from Broad to Thirteenth.

Moyamensing, from Eighth to Ninth.

Natrona, from Cumberland to Clarence.

Oakford, from Twenty-third to Twenty-fourth.

Park avenue, from Susquehanna to Dauphin.

Prescott, from Forty-eighth to Forty-ninth.

Reed, from Twenty-third to Twenty-fourth.

Stiles, from Forty-ninth to Ackley.

Taylor, from Baker to Luzerne.

Viola, from Forty-second to Belmont (unpaved portion).

Eleventh, from Indiana to Glenwood.

Eleventh, from Ontario to Westmoreland.

Fifteenth, from Passyunk to Snyder.

Nineteenth, from Cayuga to Wingohocking.

Forty-seventh, from Fairmount to Aspen.

Fifty-first, from Girard to Master.

Fifty-second, from Baltimore avenue to Whitby.

Fifty-third, from Parkside avenue to Jefferson.

Fifty-fifth, from Wyalusing to Master.

Fifty-sixth, from Haverford to Master.

Fifty-eighth, from Market to Vine.

Fifty-ninth, from Haverford to Master.

Sixty-eighth, from Woodland to Greenway ave.

A.E.