



## Our Cycle Map No. 40

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 blocks; 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 a wheel.

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 hickedy-pickedy 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.  
Cramer, from Venango to Angie.  
Chatham, from Ann to Clearfield.  
Conestoga, from Hunter's avenue to Lansdowne.

Conestoga, from Master to Thompson.  
Dutton, from Milfin to Hoffman.  
Ellen, from Front to New Market.  
Emerald, from Somerset to Mine 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 Olango to Dutton.

Kent, from Twenty-fifth to Twenty-sixth.  
Luzerne, from Germantown avenue to Clinton.

Malvern (or Helen), from Cemetery to Clearfield.  
Morris, from Point Breeze to Twenty-eighth.

Moyamensing, from Eleventh to Porter.

Fifty-first, from Girard to Master.  
Fifty-second, from Baltimore avenue to Whitt.  
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.

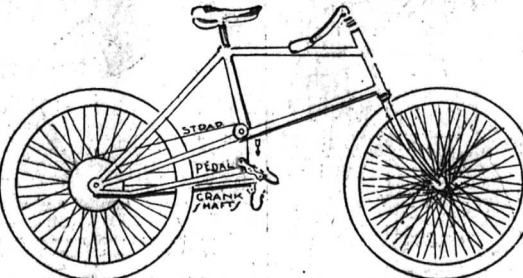
## THIS BICYCLE WILL GO TWO BLOCKS WITH ONE PUSH

It is claimed for this new bicycle that it will go two blocks with one push. It is chainless, sprocketless, and, strictly speaking, crankless, for the strong steel rods connecting the pedals with the machinery of locomotion, which serve the purpose of cranks,

ter comparison, might be termed sculling with the feet, wherein by apparently little or no effort the rider can keep the bicycle constantly in motion. Owing to the fact that the clutch does not lock perfectly, it is impossible to ride the wheel backward. There is no rear motion to the rear wheel.

Another peculiar feature of the new chainless is that the feet can be worked in alternate pushes, as is the case on the chain bicycle now in use, or both feet can be worked at the same time. The latter peculiarity is said to be a great advantage in racing, as a rider on a wheel of this kind could make a terrific spurt at the wire by pushing down both feet with all the strength in his limbs. The wheel would shoot out ahead as though a bolt of lightning had been injected into the rear axle.

The bicycle is about a light as the ordinary machine, and is equipped with an automatic brake that operates



operate in an entirely different manner from the crank on the usual safety.

The mechanical principle upon which it is propelled resembles very largely the old method used upon the Star machine. There is a clutch on either side working on ball bearings attached to the rear wheel. Each clutch is controlled by a spring. The spring is tightened by a strap or rope running from the pedals to the rear wheel. The inventor is of the opinion that a steel ribbon will eventually be found the best connecting medium, as it will not be as likely to break as a leather band or closely-wound rope.

Owing to the clutch method of propulsion it has been found necessary to alter very materially the shape of the bicycle frame. At first sight it looks unorthodox as compared with the present bicycle. The pedals swing very high from the road, which is necessary, owing to the fact that there is no rotary motion—nothing but an up-and-down movement similar to that of a vertical steam pump.

For this reason the tubing forming the base of the machine is a very long hypothenuse of a very slight triangle. It runs slanting upward from the clutch boxes on the rear wheel to the handle-bar head, joining the latter above the front wheel. Attached near the centre of this long piece of tubing is a cylinder, at either end of which are small rollers, over which the steel

on the rear wheel's rim with sufficient power to stop the bicycle within ten feet when going at full speed. This is done without injury to the wheel.

## NEVER TOO OLD TO RIDE A WHEEL

All These Men Are Above Fifty—See Their Record.

When Longfellow wrote, "For age is opportunity no less than youth itself,"

the wheel had no place among things affording persons past middle age the means of demonstrating individual physical ability, pluck and capacity for enjoying out-of-door life, yet the poet's words now have a special and peculiar fitness in their application to the conditions of modern bicycling. The past year of 1897 has wonderfully brought out the adaptability of the wheel to the necessities and pleasures of riders having "some smack of

age" in them. Occasionally, as we have run across some narrative of the doings of cyclists no longer young we have jotted down a note, and, in proof of the foregoing generality of statement, we now cite the following instances of cycling achievement by people with whom age melts in an unperceived decay, as another poet has it:

Caesar Lee (colored), Louisiana, 88. Learned to ride in 20 minutes.  
Mrs. Richard Brown, Pennsylvania, 60. Cyclometer record of 137 miles between May 10 and November 1.  
Henry J. Lee, New Jersey, 56. Broken arm as a result of racing on the road.  
John Stenguth, Massachusetts, 60. Century run.

John Slemm, England, 60. Fined and imprisoned for scorching and knocking people down on the public highway.  
Miss McCone, New York, 50 (or more). Century run.

Jason Furlong, Maryland, 71. Arrested for scorching on a bicycle subsequently found to have been stolen.  
Margaret LaFite, Canada, 60. Rode from Montreal to Boston and back.

James Fear, Massachusetts. Rode every pleasant day from May to December.

W. C. Smedley, Illinois, 51. Won Chicago road race.

Annabelle Brown, Pennsylvania, 51. Century run in ten and one-half hours.

Oscar K. Jolley, Illinois, 58. In road race.  
William Deane, Ohio, 70. Rode on 110 days during July, August, September and October.

Be it understood that these instances of age are selected from three times the number actually noted, which itself must necessarily represent but a small fraction of what would be the total were it possible to completely gather the statistics.—American Cyclist.

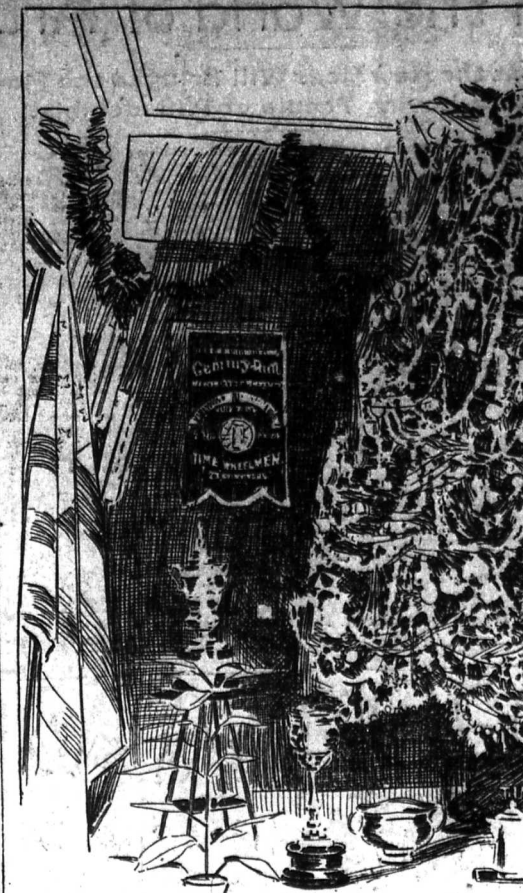
## A PROPHET WHO DIDN'T HIT IT

Some unkind friend of Secretary Abbott Bassett has unearthed the following from the column he conducted in the Bicycle World, under date of August 10, 1887, and it is now going the round of the press as an illustration of the vanity of human prophecies:

"I find the following in a Western paper:

"A bicycle for lady riders is promised for this fall to the Washington ladies. There are several fair riders in that city ready to take to this lady bicycle when it comes. It will be so arranged that a lady who will learn to ride it can do so with as much grace and propriety as she could ride a tricycle. It will be a modification of the Rover type of bicycle for gentlemen with the backbone or frame curved downward, like the letter U, between the wheels so that when the lady sits upon the saddle there will be no obstruction in the way of her dress between her feet and the saddle. The only trouble," said the dealer, "will be in mounting. Ladies who ride will have to have gentlemen with them to assist them in mounting."

The item serves to fill a few lines of space in the paper, and therefore has its uses; but I wonder if the writer really thinks there is anything behind the statement. I wonder if any one seriously imagines that the ladies will ride the bicycle. If such a thought is cherished I hope it will be dismissed before money is sacrificed in building machines that are not wanted. The ladies do not want bicycles. There is room enough for improvement in the tricycle to engage the attention of makers for many years to come. The tricycle can be improved by a very large percentage, and there is no need to talk of two-wheeled machines which must be balanced, and from which there is increased vibration over the bicycle."



## Time Wheelr

The cut hereabove is taken from an excellent photo of the Christmas tree men's club house, 818 North that has attracted so much attention. It gives but an approximate

## ALPHABETICAL LIST OF THE ONE HUNDRED CYCLE CLUB

INDICATED ON OUR MAP NO. 37 (SUNDAY, DECEMBER)

The Figures Affixed to Each Name Correspond the Number on the Map.

Acme Wheelmen, 522 South Twenty-second street (66).  
Abern Wheelmen, northeast corner Eleventh and Fairmount avenue (52).  
Alycon Wheelmen, 1814 Harbrough street (26).  
Amercus Wheelmen, 1814 North Broad street (18).  
Athlete Wheelmen, 1225 Stiles street (30).  
Belterade Wheelmen, 348 Severy street (27).  
Betsey Ross Wheelmen, 408 McKean street (80).  
Broad Street Station Wheelmen, 1000 Market street (60).  
Brotherhood Wheelmen, 623 South Eleventh street (50).  
Caledonian Wheelmen, Thirteenth and Spring Garden streets (53).  
Castle Wheelmen, 1728 South Broad street (75).  
Centaur Bicycle Club, 2028 Rittenhouse street (63).