FRIPS A WHEEL
Where to go and How to get there

Fifty-first, from Girard to Master.
Fifty-second, from Baltimore avenue to...
Fifty-third, from Parkside avenue to...
Fifty-fourth, from Tyson to...
Fifty-fifth, from Wyalusing to Master.
Fifty-sixth, from Harvard to...
Fifty-seventh, from Woodland to greenway ave.

THIS BICYCLE WILL GO TWO BLOCKS WITH ONE PUSH

It is claimed for this new bicycle that it will go two blocks at a time, and it is stated that the long steel rod connects the pedals with the machinery of locomotion, which serve the purpose of cranks, and, in manner of operation, the pedal or the fore-and-aft motion of the crank acts in an entirely different manner from the crank on the front wheel.

The mechanical principle upon which the pedal is propelled resembles very largely the old method used upon the last century's second-class steamer. The pedal is side working on ball bearings and the familiar metal-clad clutch is controlled by a spring. The wheel is turned by a spring running from the pedals to the rear wheel. The inventor of the clutch is a man who has held the position of the best connecting rod, and it is as little as possible to break a wheel or a frame with the aid of a hand brake.

The clutch method of operation has been found necessary to the conditions of ordinary bicycle frame. At first sight it appears odd and uncouth as compared with the present bicycle. The pedal or the fore-and-aft motion of the crank acts in an entirely different manner from the crank on the front wheel. The pedal or the fore-and-aft motion of the crank acts in an entirely different manner from the crank on the front 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 individuality and the ability to ride. The poet's words now have a special and peculiar significance in the conditions of modern bicycling. I the past year of 1897, the writer successfully brought out the adaptability of the wheel to necessary truths and pleasures of riding having "some knack of

A PROPHET WHO DIDN'T HIT IT

Some untold friend of Secretary Abbott has unearthed the following from the column of the New York Times, dated August 17, 1897, and it is now going to press as an illustration of the vanity of human prophecies.

Some far-famed rider in that city ready to take to this new pastime when it comes. There were several who claimed that the writer would learn the art, for it can be done under those conditions. It is not in the nature of the thing to learn this art in the conventional way, to ride a gee-whiz bicycle on the hard road.

"I find the following in a Western paper. A bicycle for lady riders is promised for this fall at the Washington Arms, and there will be several fine riders in that ready to take to this new pastime when it comes. There were several who claimed that the writer would learn the art, for it can be done under those conditions. It is not in the nature of the thing to learn this art in the conventional way, to ride a gee-whiz bicycle on the hard road.

The item serves to fill a few lines, but it has its uses; but I wonder if the writer really thinks there is anything to be said in this connection. I wonder if any other person has ever imagined that the ladies would take to the bicycle. It is a novel thing, and I hope it will be discontinued 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 tricycles to enable the attention of manufacturers for many years to come. I wonder if the writer has ever thought that the number of tricycles must be balanced by twenty-five from sixty, and that the increased vibration over the bicycle.