



OUR CYCLE ROUTE NO. 42.

1897-98 Series.

THE OLD SECOND STREET PIKE.

A 22-Mile Ramble to Oxford Church and Home Via Ogonts and the Old York Road.

A TRIP TAKEN BY THE WRITER ON JAN. 10.

Here is a pleasant 22-mile ramble through some of the rural portions of our city, which may prove acceptable to the many whose leisure hours are limited and who are thereby denied the pleasure of roaming.

"Wherever whim or fancy steers." I found it enjoyable even this last week (Jan. 10); judge of it for yourself. We ride up North Broad street and have an opportunity of seeing the brand-new mid-road shelters now provided by our fatherly municipality for the greater security of wayfarers afoot.

SUNVILLE.

On a level with Westmoreland street, we strike Rising Sun lane on R. (3 1/4 m.).

"Sunville" was a little village on the Germantown road, described as being "3 miles from Philadelphia," at the fork formed by the Willow Grove turnpike. Small as it was, it contained some 60 years ago no fewer than four taverns, three of which had the sign of "The Rising Sun." Need the origin of Rising Sun lane be sought any further?

No wonder that, located as it was at so important an intersection, it became the starting point from which the mileage was reckoned throughout this section; watch for the abbreviation R. S. (Rising Sun) on any old-time mile stone you may come across on your roads.

The Broad street end of Rising Sun lane and its surroundings would be absolutely unrecognizable to any Philadelphia who might have been away from home for a couple of years past; unfortunately he would not have to go far to find unmistakable signs of its identity.

RISING SUN LANE (OLD STYLE).

No sooner do we strike Thirteenth

Their mind's mixture can the soul inspire,
To soaring odes or to the tuneful lyre,
To pensive minds a soothing medicine prove,
Nay, blunt the pangs of unsuccessful love.

Their num'rous virtues please beyond compare,
They cure the sick, add beauty to the fair,
And ruin'd health of age or youth repair.

Let England Bath's or Buxton's charms relate,
We Philadelphians praise sweet Harrogate.

Though Bristol, Abingdon and all combine,
Still, lovely spot, the ecstasies shall be thine.

Harrogate, in the words of a newspaper, became "a sort of local Saratoga, where the fashionable of the day resorted to quaff the medicinal waters (sometimes mingled with something stronger), and to be entertained and edified with such sights and things as may of right be indulged at fashionable watering places."

Where is all its grandeur now?

OLNEY AND VICINITY.

Olney greets us on top of another rise 6 1/2 miles from start. Olney Lane, right and left of us, is like Fisher's Lane, a circuitous link between Old York road and Asylum pike.

Olney in England is in Bucks; this one is not so many miles from our own Bucks, either. The original "Ole-ey" designated a "holy meadow," holy trees don't strike the traveler particularly right here; but what's the matter with those fine old trees on either side of our pike as we go down to Tacony Creek?

And how is this for a nice smooth pike, and in winter too, save for the Belgian blocks with which each one of the bridges we cross is paved?

"Tacony" is Indian, of course; at least it is the modern adaptation of an Indian name which I have seen spelled

ground of the Knights of Pythias, "Greenwood Cemetery." It was, and is still with some, a favorite cycleway from Philadelphia to Frankford, but is considerably longer and hillier than the Nicetown Lane route (see Trip No. 1.)

LAWDALE.

That reservoir on L. the Wenta Farm reservoir, is a noticeable landmark; here we are in Lawdale, a little more than eight miles from start.

Did you ever drop in to see the Lawndale Wheelmen? You will find them on the main road here on R. a couple of blocks' distance from the postoffice; they'll be glad to see you.

Notice Martin's Mill road at the very next bifurcation beyond the Lawndale Wheelmen's club, with a yellow-painted horse in the angle of the fork; we may have to come back to this point by and by. The left branch goes to Cheltenham and the Red Men's Home. By the way, should any old-time wheelman chance to stray into that yellow house for a cigar or a drink of ginger ale, he might be surprised to be greeted by the man who was the first to help us along Nicetown Lane by constructing a good path for us the whole length of his property at a time when any man who rode to Frankford on an ordinary road took his life in his hands. Maybe we didn't feel grateful to old man Keiser then!

OXFORD CHURCH.

Nine and a half miles from start we reach Oxford Church village. On right we have the Oxford turnpike to Frankford; straight on, our present road would take us to Fox Chase, less than two miles ahead.

Shall we make this our halting place? Go round here on the Oxford-Frankford pike, and you will find a historic gem, if you are fond of such.

With the exception of Christ Church on Second street, this Oxford church is the oldest place of worship in Pennsylvania, its congregation hav-

ing strike agents near the creek, about 3 miles from Oxford Church, say 1 1/2 m. from start.

HOME ON THE YORK ROAD.

On our R. the Old York Road (Cheltenham and Willow Grove Turnpike) if you still would take us to Jenkintown and Willow Grove as on our Trip A.

Let us turn L. and follow the same itinerary homeward as we did then. We shall not find the pike at the present date in as good a condition as we did last May (although we shall be charged exactly the same amount of toll but these 1/2 miles will prove even now easy riding; and this 22-mile trip will supply one more illustration of the many possibilities of our cycling district.

A. E.

THE 1898 MEET WILL BE ALL RIGHT

The Hoosier Boys Are Hustling and Nothing Will Be Wanting When the Hour Comes.

INDIANAPOLIS, Ind., Jan. 12.—The '98 meet comes to the Hoosier village and next August the wheelmen of this country will gather in the "beautiful island city situated on the banks of the White River, the metropolis of Hoosierdom, the home of Benjamin Harrison, James Whitcomb Riley, 'Kitt' McCoy and a host of other celebrities. The progressive Indian is nothing if not versatile, and when it comes to entertaining the vast army next summer, the visitors will be given just what they want. They will be permitted to gaze on an ex-President, talk with a famous poet or examine with critical eyes the daily proportions of a champion prize fighter. Then there are others, possibly, of equal note in their respective lines who will either contribute directly to the pleasure of the meet or in a passive way lend their encouragement.

For once Indianapolis is thoroughly aroused. The convention city has possibly had as much experience in taking care of and providing for the pleasure of big crowds as any city in the country, and usually the announcement that a national organization is to meet in this city is received more or less indifferently, and the citizens begin preparations for the event in a business-like manner, with no particular enthusiasm. They are used to that sort of thing. This is not the case in regard to the L. A. W. national meet. For months, in fact ever since the Philadelphia meet, the fact that Indianapolis was in the field for the '98 meet was kept before the people until every man, woman and child in the city knew that Indianapolis was in the field and an actual candidate for the big cycling event of the year, and realized that



FORM IN RIDING

Good form and grace on the wheel depend upon a correctly-proportional machine, the proper adjustment of the saddle, pedals and bars, and the relaxation of all muscles except those directly in use.

In the picture, Figure 1, in outline, shows a perfectly vertical position. It is unnecessary, unsightly and actually disadvantageous. The body is stiff, instead of being relaxed; both pedaling and steering are done stiffly; the bars tend to be raised to a bad position, and the rider's arms hold straight out in front of him in a most unnatural and tiring manner. In so other occasions and under on other conditions does a person hold his arms so high and so nearly at right angles to his body as he does when he sits on his wheel like a ramrod. Control of the steering is less positive by raising the bars high in the front, and the body offers the maximum resistance to the wheel. There is not a compensating advantage.

Figure 2 shows a forward inclination of ten degrees, and is about what should be adopted by everybody who wants to sit "straight." The slight forward inclination takes place at the hips; the back is kept straight; the chest is expanded; a reasonable weight is thrown upon pedals and bars, which can be properly placed in the hand; the non-active muscles can be relaxed, the arms naturally dropped, and grace, comfort and power obtained.

In Figure 3 the forward inclination of thirty-four degrees indicates the maximum that can be used for comfort in road-riding, and all that is required to break the wind and obtain high speed; the bars in this case can be a little below the saddle. Between it and Figure 2 can be found many positions offering power, grace and comfort for riders of varying tastes and powers.

Figure 4 shows a racing position, wholly unnecessary and out of place on the road.—L. A. W. Bulletin.

protection of their interests, as also are the rim makers, and the movers for the Association of the present association urge that these, together with the saddle makers, the part and material people and all others holding membership who are not actually engaged in the manufacture of bicycles should withdraw from the association and further organize among themselves as they see fit. A new organization of cycle manufacturers could then be formed which would be such in fact as well as in name.

Varying views are held respecting the advisability of the change thus suggested. There are undeniable advantages to the composite idea represented by the present organization. What is for the best interests of any of the several industries now included must ne-

Knapp, A. D. Williamsport.
Lansiers, Jas. S. Philadelphia.
Lehman, George, Bethlehem.
Lehman, Joseph, Philadelphia.
Lewis, Joe E. Pittsburgh.
Loken, Geo. H. Philadelphia.
McAllister, H. Philadelphia.
McCreight, R. B. Du Bois.
McLean, C. V. McKeesport.
Markland, W. H. Altoona.
Mason, Harry C. Wilkesbarre.
Mattison, R. V. Ambler.
Myer, F. F. Pittsburgh.
Newson, A. F. Harrisburg.
Obreiter, C. H. Lancaster.
O'Neill, J. W. Philadelphia.
Patterson, H. S. Pittsburgh.
Parks, D. R. Philadelphia.
Price, C. M. Scranton.
Quinn, F. K. Philadelphia.
Randel, W. W. Philadelphia.

