OUR CYCLE ROUTE NO. 1
(1867-68 Series.)

Philadelphia to Bristol, en Route to Trenton, Princeton and New York.

The several centuries already announced to be held this season by the riders on the map, the Wabash, the Erie and the Quaker City over the Princeton and Newark course, drawn between the cities at the high point between this city and New York, and suggest our giving it first place in our list of Trips. The further stages of the journey, which is presented here to-day, is a favorite ride with very long miles for which centuries have no special attraction.

GETTING OUT OF TOWN.

In the minutes of Council for the 19th of 9th month, 1866, we are informed, that, on that date, "The Council taking into consideration the necessity of the road from Philadelphia to the Falls of Delaware (now Trenton), agreed that a Committee and the Surveyors of the County meet and lay out a more commodious road, from the broad street in Philadelphia to the Falls aforesaid." What branch off R. When our present Councils have finally smoothed down the "beaten" road from the "broad street" not, indeed, all the way to Trenton, but even as far as Nicetown lane, the direct road to our first objective point, Frankford, was then taken over, the Pennsylvania Railroad Company made the road suitable for the traffic of the day.

Time was when we struck the lane by way of Ridgely Run lane and But- ler's street (see map), but the latter was barred up by the railroad company a couple of years ago; then some of us went to Frankford via Ridgely Run lane, the Old Second street pike and Argus road; this route, however, is longer and hilly—altogether an undesirable substitute to a long ride. On the other hand, Keating and Frankford avenues are only available for wheeledmen for whom miles of Belgian block have no terror, so that, pending the cutting through of Erie avenue, we can hardly do better than follow the "broad street".

We go up North Broad street to Lehigh avenue (three miles of asphalt to Lehigh avenue), but as far as Fifth street (most of it asphalt), turn north on Fifth for seven blocks, then turn west to Glenwood avenue and L into Second street, here two blocks of a disgraceful road. A quarter of a century brings us past the extreme end of Erie avenue (reference to the Atlantic and Schuylkill route).

The asphalt ceases at Harrison street and the pavement over which we rode down to Little Tacony Creek is none of the smoothest; in order to appreciate it, such as it is, you should have known its predecessor. At the foot of Rocky Hill, or the entrance to Cedar Hill Cemetery (300 feet), the road bifurcates; bear R for the Bristol pike; L for the Bristo pike, is bear R, you have your saddle nicely padded and your pockets well stock packed with pennies. This turn R, opposite Kinnins' Hotel, is Bridge street, which leads to the bridge over the Delaware.

THE BRISTOL PIKE.

Up the hill we climb, pass the North Called Hotel, Century L, the Koskie Hotel, Elcho Hotel, Burial Ground, R, and run down as comfortably as the habitual crudorouy condition of this stretch permits, to Wissinoming Creek. The place where we were entering the hotel was a place where the Quaker City Wheelmen recently started a country house.

Those smoky chimneys, yonder R, also show you the location of Tacony, and the Tacony pike, leading to "Tacony street" would lead you there; so would this new (at present unnamed) stone road, a little farther.

Township line or Cottman street across our road, 11 m. from start, marks the end of the old section on the Old Second street pike, R for North street, . . . which runs into what is a typical country seat that Edwin Forrest, the eminent tragedian, bequeathed in 1867 to his home for retired actors. The farm covers more than 100 acres, and is a veritable museum of the finer things of life.

And in the mansion we reach the centre of Holmesburg, at the Green Tree (114, 90), Holmesburg.

HOLMESBURG.

A thriving place is Holmesburg and an old settlement too, although it was not used as a town until 1867. Pennsylvania was quite a "wee, young thing" when the old Lewis Mill was erected here on the Pennypack Creek in 1687; and from far and near, grain was brought across from New Jersey, and soft wheat, so that the farms in the domain, to this, the only mill then in existence west of New England.

Indeed, Pennsylvania, the Ebony. The Pennypack was deep enough to be safe for the large vessels and barge freights that traded with the West and the West Indies; and up they went to the mill and down they went of barreled flour for their foreign trade.

The mill stood the wear and tear of almost 200 years, and ground the flour of successive generations until October.

If you wish to see what is left of the venerable old thing, run down this R. Mill street, it is but a short ride.

The continuation of Mill street on L, labeled "Welsh Road," would bring you to another memory of our early days. About a mile distant, day on their "ori by the Seven Stars Hotel, note, for future reference, the Frankford and Oxford pike branch off L on next turn be the Second Second pike.

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"The like was never seen, sir; Such a grand one, and all with General Greene, sir." seven years before that, on August 28, 1786, a delegation from the First Continental Congress, Samuel and John Adams, Thomas Cushing, and Robert Tread Paul, had stopped here also on their way to Phila-

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