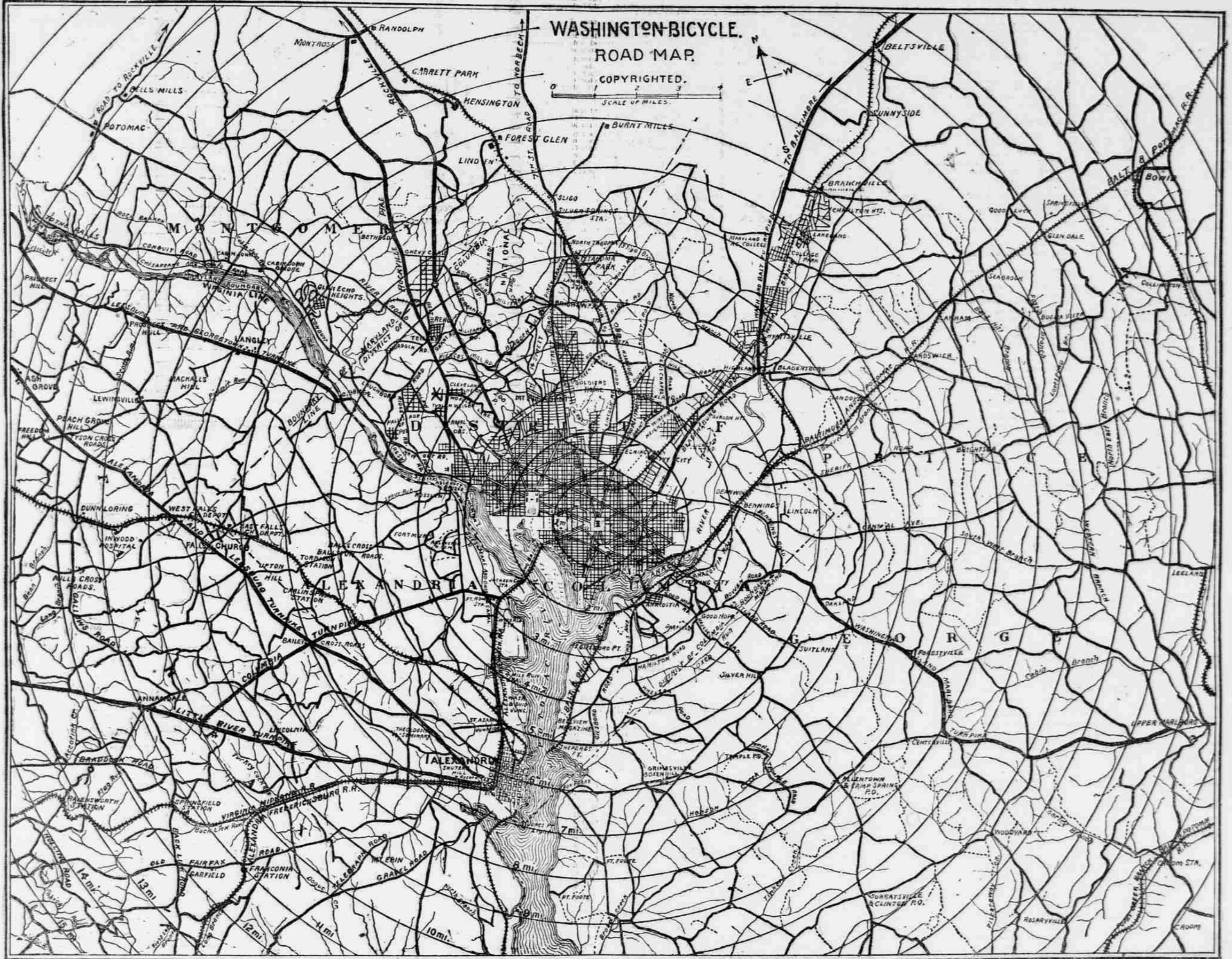


BICYCLE TOURS IN AND ABOUT WASHINGTON.

Many Runs Near the Most Beautiful City in the World Illustrated and Explained for the Benefit of Local Wheelmen—Good Roads Are Plentiful. Picturesque and Historical Scenery.



There has never been a season when there was half as much travel on the flying wheel as there has been, and it is going to continue to be this season.

One of the strongest evidences of this is the springing up of bicycle stores like mushrooms over night. Some of them, of course, will pass away almost as marginally as they came, but there are very many of the new places that will remain. For where a year ago there were three or four wheelmen and wheelwomen, there are now half a dozen, and the parties of ten have grown to dozens.

Not a night passes but some party prepares out for a run through the country. All routes are being tried and becoming better known, so that even the inexperienced, with the assistance of a map and a little information from a friend, can make pleasant and health-giving trips into the open country.

Escape from the heat and air of the city for a few hours a day is possible to every person who cares to learn to ride and can get the small amount necessary to hire a wheel. It is not necessary to own one, but no longer absolutely necessary.

NO DANGER OF LOSING ONE'S WAY.

With map in hand, too, the veteran rider will be able to explore new routes with assurance that he will not miss his way.

He can open up some of the prettiest scenery in the District where very few have as yet gone a wheel and when he comes back prove a delight and a comfort to his cycling friends by telling them of the "points" he has picked up. The necessary map is furnished by The Times this morning.

This map is the work of Lieut. Bradford of the United States Army and was prepared by him from the maps of the United States Geological Survey. He took their large plates and reduced them and put in a number of roads that are not shown on the maps published by the survey. Mr. J. Hart Brinman went over the work with some care and with the assistance of others, and so far as can be determined it is believed that in every important particular it is a very correct map.

Probably the most attractive ride from the city is out on the Conduit road. It is also one of the smoothest. The run for about four miles beyond Georgetown is near the river bank, with picturesque scenes, is shown again and again as the way comes out immediately above the stream, and the pleasing water, with the Virginia hills beyond, and the canal, with passing boats, the fields and farm houses beside it, come into view.

It is something of a climb, if the elevation of the way above Washington is considered, but the most of this comes before leaving the graded streets, so that practically the ascent is easy.

In most of the roads the roadway is quite firm gravel, with scarcely any obstructions, and with places where very rapid riding may be indulged in.

At the clubhouse, where the road turns from the river and the aqueduct, out over the hills, a ride opens that offers trials of

skill. It is hardly more than a bridle path and goes beside the aqueduct pipes to a mile and a half below Great Falls, where a crossing can be made to the top of the ridge. Some of the prettiest bits of scenery, as well as some very rugged, strong views, lie along this route. It is worth trying for a man who enjoys a trial of his skill, but is no novice for an experienced rider.

THE MARLBORO' RUN.

Another trip often taken is to Marlboro, Md. This route runs out by Benning and comes back by Good Hope Hill. There is nothing very hard about it, though one or two hills will try the tourists' powers.

The smooth asphalt disappears at Fifteenth street and Maryland avenue north, but the road most of the way is solid gravel or firm earth. There are two or three ugly patches of sand after the plateau beyond the Branch is reached, and they make the going very heavy. At times, too, there is some mud in the low grounds near the river, but this can usually be avoided.

The heaviest grade is just beyond Benning, and is a good deal of a pull to get up it. Coming back the main Marlboro' road is followed down the Good Hope Hill into Anacostia, where smooth streets and easy are again reached. The run down the hill is about a mile and a quarter.

The whole distance covered is about thirty miles. A good meal can be had at Marlboro' at a reasonable price. Of course the distance can be made shorter at will, and the starting and returning ends can be reversed.

On the Virginia side the roads run to long, steep hills within a mile and a half, except the way to Alexandria. This last named road is rather uninviting until the vicinity of Mount Vernon is reached, but a trip repaid by a look about the quaint Virginia city that once promised to become a great Atlantic port.

A fine line on the Virginia side is from the Columbia road west along the line of the new electric road in front of Arlington to Reston. This allows the visitor to see the most historic of all our national enterprises, with its huge stone wall, splendid gateways, with pillars bearing solid-structure inscriptions. Usually the road is quite smooth, and makes excellent wheeling streams that are almost impassable are succeeded by steep hills, and finally the level when reached is rough or heavy.

A pretty good trip out that way is found along the Tenleytown road to Bethesda Park. It is a sixteen-mile run in all. At the blacksmith shop beyond Bethesda post-office the road to the left is followed.

FINE COASTING HILLS.

A pleasant jaunt is out the Tenleytown road to the District line, where the electric roads stop. There is a fine coasting hill running from where the Brookville and River roads branch off down toward the

line. To avoid this and two smaller hills on the return trip the cross-road just north of the Willows will lead east to the Brookville road and thence south back to the Tenleytown road.

In this section there are numerous side runs that will repay an expert rider's trial. The shortest, and probably most likely to win the favor of new riders is a two-mile run which practically makes a circuit of Georgetown. Starting from Thirtieth and N streets in Georgetown the way goes northwest on Thirtieth to T street, west on the New Cut road to the Foxhall road, south to the eastern end of the Conduit road, which will bring the wheel smoothly back to the city asphalt.

A number of variations from this are possible with no seriously bad results except lengthening of the trip. There are, however, if the route runs much beyond the New Cut way several private roads that must be carefully avoided, as they are practically impassible.

The ride to Wheaton, Md., is a good one for an experienced wheelman. It is out the Seventh street road from Florida avenue about nine miles. The return can be varied from the outward run by taking the Kensington road about two miles, then along the railroad track to Forest Glen and west from there by what is sometimes called the Broad Branch road.

This crosses the railroad track a considerable distance beyond the District line. It runs into Blagden's mill road by twining sharply southeast of the Chevy Chase hill and running down by Chevy Chase circle, where it passes down the Broad Branch road and crosses the Rock Creek Ford road, turning a little east as the crossing.

The run is west along the Blagden road to its terminus in the Pierce mill road, which is followed alongside the Zoological Park to Mount Pleasant, where Park street brings the wayfarer pretty well nearly to the smooth going in Fourteenth street and the coasting into the city. All told this makes about twenty-five miles riding, and there are some long, steep hills in the course of it.

A very fine route is out Tenth street to Brightwood, thence around to Fourteenth street extended and so to Blagden's Mill road into the city. This is about fourteen miles.

The direct line out Connecticut avenue extended to Chevy Chase and return gives good smooth running for about twelve miles with few real difficulties to encounter.

To pass through the Zoo and through Rock Creek Park the rider goes out Seventh street to Brightwood and comes along Fourteenth street road to Blagden's, along Blagden's to the Zoological Park, where a private road will carry him through to Connecticut avenue, where he turns south into the city.

A variation of this that is possible, but makes a longer and harder road is to follow the military road from Brightwood to Rock Creek Ford, and so into Blagden's and through the Zoo to Connecticut avenue.

A good cross country ride goes out Tenley road to Grant, thence to Broad Branch

and along it to Blagden's, which brings the wheel through fine woodland scenes to Mount Pleasant.

ALONG WOODELEY LANE.

A seven-mile ride by Woodley Lane starts down the hill just west of Mount Pleasant and follows the Pierce Mill road to the Tenleytown track, then turns south to Woodley, along which the way turns back to Connecticut avenue extended, and so back to the city.

This gives a view of the President's country home, with its handsome grounds. A variation of this goes over the Kingle Ford road south of the Zoological Park to Woodley, thence west to the Tenleytown road, and along Thirtieth street to M street in Georgetown.

Of course every rider wants to go sooner or later to Cabin John Bridge, where he can see the wonderful piece of engineering performed there nearly half a century ago, in forming there nearly half a century ago, in carrying the aqueduct across that chasm a hundred feet above its little stream at the bottom. One way of reaching the place has been by the Conduit road. Another, more difficult, and therefore to some, the more to be desired, is to go out Tenley road to the river road, thence direct along that hard trip north-west skirting the run after some eight miles out, till the first public crossing is reached. This is the Seven Stocks road, and leads across the Cabin John Run to the Conduit road, about a mile and a half beyond the bridge.

FOR STURDY CYCLISTS.

A ride frequently taken by sturdy cyclists is out by Mt. Olivet Cemetery along the Bladensburg pike to Hyattsville. The returning comes through Brookland and Eckington. In dry weather the road is good, but in wet the path alongside must be kept, as the main way is very muddy.

Along the Bladensburg route to Hyattsville are to be seen the Boys' Reform School, the former dwelling ground at Bladensburg, and the now muddy banks of the Eastern Branch. Also there is some pretty scenery about Hyattsville.

A fine ride, a good deal of it down grade, is out west First street to the Soldiers' Home grounds, thence to the northern gate; then passing Prospect Hill Cemetery, coming down through Rupperville, keeping to the left along the Seventh street road, just back of the Emory mansion, is reached. Then from Brightwood Hotel the return trip can be made by way of Blagden road, which is a special road down-grade run to the Fourteenth street road.

A Napoleonic Legend Spoiled.

A Napoleonic legend tells how Napoleon, while Moscow was in flames, found time to draw up a decree organizing the Theater Francaise. Alas! the story is not true. The French national archives have recently been overhauled and it appears that Napoleon was in Poland when he received the decree ready to be signed. He there signed it and sent it back to Paris, but the margin wrote the following: "To be forwarded when the army will be at Moscow. It is his Majesty's intention that the decree should be dated from that point." The archives do not say

whether the decree was sent to Moscow or not, but it was certainly not drawn up there.—Paris Messenger.

FROM RUBBER OVERSHOES.

Don't throw away your worn-out rubbers. A strip cut from one of them and wound around a penholder will relieve writer's cramp.

Narrow strips nailed on the door casing will prevent many a nerve-wrecking slam or they will do as weather strips.

Sharp ends of rocks do not harm with a tip of dark rubber and heavy picture frames do not mar the wall with a fold of the same rubber shoe tacked on the edge which touches the wall.

Neat waterproof mats on which to set flower vases are made with planked edges.

Knee protectors for the spall boy may be made from an old pair of rubbers and serviceable sponge holders for the bathroom are also made from these discarded articles.

When cold weather makes iron dangerous to touch the iron pump-handle may have a rubber holder attached and the kitchen sink hook may have cutters for the binding made from the same rubber.—Exchange.

Audley, the Money Lender.

Audley, the great money lender of the Stuart times, purchased an office in the court of wards, which practically placed the fortunes of what are now called "wards in chancery" in his hands; and to one who asked the value of it he replied: "It might be worth some thousands of pounds to him who, after his death, would instantly go to heaven; three times as much to him who would go to purgatory, and nobody knows what to him who would venture further."—Argonaut.

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