

THE NEW BICYCLE PATH, OCEAN PARKWAY, BROOKLYN, N. Y.

The residents of the city of Brooklyn, N. Y., are fortunate in possessing one of the finest cycle paths ever constructed. This path is used not only by Brooklynites, but by wheelmen from New York and all the surrounding towns. The cycle path occupies one side of the Ocean Parkway, which extends from the Fort Hamilton Avenue entrance of Prospect Park to Coney Island, New York's favorite seaside resort, a distance of five miles. The Good Roads Association, of Brooklyn, advocated for a long time the building of this path, and at last \$3,000 was raised by contributions from wheelmen and the remainder of the cost was paid by the Department of Parks.

We present a photographic view showing the cycle path and the Ocean Parkway taken from a point near the park. The Ocean Parkway is 210 feet wide, and is composed of a driveway, 70 feet wide, two footpaths and two wagon roads, all being separated by trees. The right footpath going toward Coney Island has been used for the cycle path, and so great is the throng of cyclists that there is now talk of converting the other footpath for a return cycle path. The new cycle path is five miles long and fourteen feet wide, extending in a straight line from the park to the ocean beach at

which intersects the cycle path just above the Brighton race track. This new track cost about \$60,000, including the necessary buildings. The total seating capacity on the stand is 8,000.

The track is composed of 8 inches of ashes and concrete with $4\frac{1}{2}$ inches of crushed granite, powdered cement and sand. The outer bank is 6 feet and $\frac{1}{16}$ inches higher than the inside slope. The arrangements for draining are elaborate. The main drainage pipe is 12 inches in circumference and laterals are 4 and 6 inches; they are covered with stones and ashes. The tides will not affect the track or field. The track is $26\frac{1}{2}$ feet wide, except on the homestretch, where it is 40 feet wide. Black lines have been drawn out so that a rider can tell just where he is without looking up. Ample accommodations are provided for the storage of bicycles, and when no races are being held the track may be used for practice. Many important bicycle races have been held on this track, which is under the direction of the National Cycle and Athletic Club of Coney Island.

The Electric Man.

And now Niagara Falls will probably be the location of a factory for turning out electric men; not mesmerists or svengalis, but automatons that will run by

the man, his eyes still fixed on eternity, can hump down the street at a rate far exceeding any bicycle. The limit has not been reached. In course of time it may be that men can be constructed to do almost anything, and the laboring man can sit around and smoke twenty-five cent cigars while a multitude of electric men do all the work. This will not occur for some years yet, but no one can say where it will stop.—Niagara Falls, N. Y., Gazette.

Our Foreign Commerce.

The Secretary of Agriculture issued, August 15, a circular on the imports and exports of the United States for 1893 and 1894. It shows that, notwithstanding the depression of business, exports from the United States in 1894 were valued at \$889,343,000, against \$847,665,194 in 1893. Three-fourths of that vast value came from the farms and farmers of this republic.

Great Britain and Ireland lead all the other countries in volume of trade with the United States. The English-speaking people of Europe bought of the \$889,000,000 of American exports \$451,000,000 worth, and, taking the British possessions all together and as one customer, they took \$523,000,000 worth, or nearly sixty per cent of the whole, during 1894.



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Coney Island. The path is composed of a foundation of sand, on which is placed a top coating of blue rock screenings, which affords an ideal track for wheelmen.

Many of the riders approach the path by way of the park, others prefer the fine outer dirt paths which encircle the park. Wheelmen are allowed to use these paths equally with pedestrians, and the curbs have been beveled off to enable unskillful riders to cross the roads without the necessity of dismounting. A speed of eight miles an hour is permitted on the cycle path, which is patrolled by keepers mounted on bicycles. At night the path is fairly well lighted, and for a short distance is lighted by electricity. It is proposed to light the entire path by arc lights. Cyclists are required to carry lamps at night, when riding on this path. There are road houses, and bicycle repairing establishments along the path, so that in case of a mishap, the rider can have his wheel quickly repaired.

The cycle path was formally opened on June 15, 1895. The cycling parade was under the auspices of the Good Roads Association, of Brooklyn. The weather was perfect and about 10,000 wheelmen and women went over the new path. The cycle path is very popular and is visited by an average of 2,000 wheelmen per day. Twenty-five tandems have been counted on the path in one day.

The new bicycle race track at Manhattan Beach, Coney Island, is reached by the Western Boulevard,

electricity. They have built one up at Tonawanda at the Gillie, Goddard & Company's plant, where they turn out merry-go-rounds. This man has been on the streets of that town. It is an invention of Philip Perew, who has secured a patent. The idea is by no means perfected. At present all the man is good for is to pull a cart about the streets of a city. The model that has been exhibited in Tonawanda to the delight of the populace and the honor of a certain soap is but a crude thing. The man clothed in Continental uniform drags a heavy cart with some ease, while on the sides of the cart flaring signs exalt the glory of soap or pills, as the case may be. The model has been on the streets of Tonawanda, and it worked well. It was so alluring that the small boy flocked in such dense swarms that the policeman was summoned to chase him away. The man was about seven feet tall, and was modeled after William F. Sheehan. The cerulean of its eyes matches that of its famous counterpart exactly. The men, though, that the firm will make will be run by storage batteries, and have a phonograph. The phonograph can say whatever is desired. It can expound the virtues of patent medicine or be used for political campaigns. So, at present, the only form of labor threatened by the invention is that of the sandwich man and that of the campaign speaker. The men and carts that are used to extol medicines will be very fine pieces of mechanism, and can be geared to go as fast as any one desires. By simply turning on a current,

The United States imported from Great Britain \$107,000,000 worth of her products in 1894, or 16.4 per cent of our entire imports. And from all of the British possessions, together with the United Kingdom, \$178,000,000 worth, more than 27 per cent. Almost 90 per cent of the total United States exports were to the United Kingdom and British possessions, Germany, Canada, France, Netherlands, and Belgium. Of imports, after the first place held by the United Kingdom and the British possessions, follows Germany, with a valuation of \$96,000,000; Spanish West Indies, \$82,000,000; Brazil and France, \$76,000,000 each, and Canada \$37,000,000.

What We Need.

What the man of to-day needs most is not athletics in a gymnasium, but plenty of fresh air in his lungs. Instead of a quantity of violent exercise that leaves him weak for several hours afterward, he needs to learn to breathe right, stand right, and sit right. The young man or young woman who starts on a career of training, and keeps it up year after year, just at the timewhen the body has a great deal of its own natural work to do and wants to do it, may make up his or her mind that beyond a showy and superficial development of muscle and strength, all this training, in after life, is going to count against them.—Annals of Hygiene.